BOOKBINDING, by European methods with the best materials and under European supervision at THE "DAILY PRESS" OFFICE. Always pronounced equal to home work and *prices very moderate.*

PRINTING OF ALL KINDS at the *most moderate prices* at THE "DAILY PRESS" OFFICE. All proofs are read and all work superintended by Europeans. Always equal and generally superior to that done elsewhere else. *Estimates given.*

Hong Kong Daily Press.

ESTABLISHED 1857.

HUNG NGOI SAN PO (Chinese *Daily Press*). PUBLISHED DAILY. Is the best medium for Advertising among the Native Community. Established upwards of THIRTY YEARS, and circulates largely throughout Southern China, Indo-China, etc. Is carefully edited by experienced Chinese Scholars, and contains Full and Reliable Commercial Intelligence. Terms for Advertising (Translations free) can be obtained at the Office, Wyndham Street Hongkong; or from the different Agents. Documents translated from or into Classical or Colloquial Chinese.

No. 11,431 第一萬一千四百三十一號 光緒二十年八月二十七日 HONGKONG, WEDNESDAY, SEPTEMBER 26th, 1894. 禮拜三 香港英九月二十六號 PRICE $2½ PER MONTH

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed "Daily Press" only, and special business matters "The Manager."

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited. Only Supplied for Cash.

Telegraphic Address *Press*. P. O. Box 20. Telephone No. 12.

NEW ADVERTISEMENTS.

ZETLAND LODGE, No. 525.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 1st October, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.
Hongkong, 26th September, 1894. [1766

FOR THE MAIL.

THE *HONGKONG WEEKLY PRESS* will be ready To-MORROW and will contain:—
Leading Articles:—
- The Retrenchment Committee.
- The China Association and the Treaty with Japan.
- The Burning of Taipingshan.
- Amalgamation of the Colonial Secretary's and Registrar-General's Offices.
- The Attorney-General and Private Practice.

The Preservation of Wild Birds.
The War.
Supreme Court.
The Retrenchment Committee's Report.
Typhoons.
Hongkong Sanitary Board.
Sanitation.
The Permanent Committee of the Sanitary Board.
Another Seizure by Pirates in Tonkin.
China Traders' Insurance Co., Limited.
Union Insurance Society of Canton, Limited.
Correspondence.
Local and District News.
Commercial Intelligence.

In order to prevent Disappointment, Orders for Extra Copies should be sent To-day.
Subscription $12 per Annum, payable in advance; postage $1.
Extra copies 30 cents each, Cash.
Hongkong, 26th September, 1894.

NOTICE TO MARINERS.

APPROACHES TO HONGKONG.

THE BOKHARA BUOY has been CARRIED AWAY in the late Typhoon. It will be temporarily replaced as soon as possible.
R. MURRAY RUMSEY, Retd. Comr., R.N., Harbour Master, &c.
HARBOUR DEPARTMENT, Hongkong, 21st September, 1894. [1750

NOTICE.

THE Undersigned are prepared to GIVE ESTIMATES for FITTING the PATENT PROCESS on LAND and MARINE BOILERS for Burning CHARBONNAGES COAL DUST.
GORDON & Co., BOWRINGTON FOUNDRY, East Point.
Hongkong, 20th August, 1894. [1556

CARBOLINEUM-AVENARIUS
USED FOR 16 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.
Sole Agents for China, SCHEELE & Co.
Hongkong, 25th January, 1892. [242

AUCTIONS

SALE OF RACE PONIES.

MR. SASSOON'S RACE PONIES will be Sold by PUBLIC AUCTION in SHANGHAI TO-MORROW (THURSDAY), the 27th inst. They include some tried Griffins and the following Well-known Racers:—
EROS, BLACKBERRY, BLUE RIBBON, VICEROY, FIREFLY, LIGHTNING, SCOR HER, BARLEYCORN, ACCIDENT, &c., &c. &c.
Hongkong, 25th September, 1894. [1761

PUBLIC AUCTION.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION, ON FRIDAY, the 28th SEPTEMBER, 1894, at 2.30 P.M., at his SALES ROOMS, QUEEN'S ROAD, AN INVOICE OF JAPANESE WARE, Comprising:—
SATSUMA, KIOTO, IMARI, AWATA and VINSEI VASES, JARS, PLATES, INCENSE BURNERS, TEA and COFFEE SETS.
BRONZES and ENAMELLED WARE.
EMBROIDERIES and EMBROIDERED FIRE SCREENS.
BAMBOO BLINDS, &c., &c., &c.
TERMS OF SALE:—As Customary.
J. M. ARMSTRONG, Auctioneer.
Hongkong, 19th September, 1894. [1724

PUBLIC AUCTION OF HOUSEHOLD FURNITURE, PIANOS, OIL PAINTINGS, &c.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, ON SATURDAY, the 29th SEPTEMBER, 1894, Commencing at 2.30 P.M., at his SALES ROOMS, DUDDELL STREET, (For Sundry Accounts), A QUANTITY OF HOUSEHOLD FURNITURE, Comprising:—
RED PLUSH COVERED DRAWING-ROOM SUITE, TAPESTRY DITTO, BLACKWOOD and FANCY TABLES, Inlaid CABINETS, VASES, OVERMANTELS, &c.
Very Fine OIL PAINTINGS, Old CURIOS, CARPETS, RUGS, &c. &c.
One COTTAGE PIANO by BRINSMEAD, Several other COTTAGE PIANOS, EXTENSION DINING TABLES, SIDEBOARDS with MIRRORS, MOROCCO COVERED DINING ROOM SUITE, DINNER WAGGONS, WRITING DESKS, DINNER and DESSERT SERVICES, ELECTRO PLATE and GLASS WARE, &c., TABLE LINEN, &c., &c.
SINGLE and DOUBLE IRON BEDSTEADS with WIRE MATTRESSES, &c., SINGLE and DOUBLE WARDROBES with Plate Glass Doors, MARBLE-TOP WASHSTANDS & DRESSING TABLES, BEDROOM FURNITURE, PANTRY, KITCHEN, and BATH-ROOM REQUISITES, RATTAN FURNITURE, &c., &c., &c.
Catalogues issued previous to Sale. On View from FRIDAY, the 28th September.
TERMS OF SALE:—As Customary.
GEO. R. LAMMERT, Auctioneer.
Hongkong, [illegible] September, 1894. [1765

ENTERTAINMENT.

THEATRE ROYAL.

ALLISON'S HIGH-CLASS VAUDEVILLES, TO-NIGHT, (WEDNESDAY), 26TH SEPTEMBER, 1894.
A NEW BILL.
MIRTH—MUSIC—DANCING.

TO-MORROW, (THURSDAY), 27TH SEPTEMBER, A GALA NIGHT, Under the Distinguished PATRONAGE of HIS EXCELLENCY SIR WM. ROBINSON, K.C.B., H.E. MAJOR-GEN. BARKER, C.B., and COMMODORE BOYES, R.N.

SATURDAY, 29TH SEPTEMBER, GRAND SMOKER. Assisted by Local Talent. Mr. Brady, Mr. Robinson, Mr. Grace, Mr. Lammert, &c.

Seats may be Booked at KELLY & WALSH'S.

ADMISSION:—
Dress Circle and Stalls $2.00
Back Seats 1.00
Soldiers and Sailors half-price to Back Seats.
SPECIAL TRAMS after Performance.
Hongkong, 24th September, 1894. [1752

THEATRE ROYAL, HONGKONG.

THE BLACK PLAGUE.

THE HONGKONG MINSTRELS WILL GIVE ANOTHER OF THEIR POPULAR ENTERTAINMENTS ON SATURDAY, SEPTEMBER 29th, For the BENEFIT of the PLAGUE WORKERS.

Under Distinguished PATRONAGE AND SUPPORT.

ENTIRE CHANGE OF PROGRAMME.

FULL PARTICULARS in Programmes which will be issued on or about MONDAY, September 17th.

POPULAR PRICES ....$2 and $1.
Soldiers and Sailors in uniform half-price to Back Seats only.

DOORS OPEN at 8.30. Commencing at 9 o'clock precisely.

PLAN and TICKETS at Messrs. KELLY AND WALSH, LIMITED.

SEATS may be BOOKED on and after SATURDAY, September 15th.

A SPECIAL TRAM will run to the Peak, and a SPECIAL LAUNCH to Kowloon, 15 minutes after each Performance.
WILLIAM BLAYNAY, Hon. Secretary.
Hongkong, 11th September, 1894. [1679

THEATRE ROYAL, CITY HALL.

UNDER the Most Distinguished Patronage of H.E. SIR WILLIAM ROBINSON, K.C.M.G., GOVERNOR OF HONGKONG; H.E. MAJOR-GEN. DIGBY BARKER, C.B., Commander of H.M.'s Forces in China; and the ELITE of the Colony.

MR. NATH RUCHWALDY will give an ENTERTAINMENT, kindly assisted by some well known amateurs and his Pupils, at the above mentioned Theatre, ON SATURDAY, the 13TH OCTOBER, 1894.

PROGRAMME.
PART I.
"AN ENTERTAINMENT IN COLOURS," in which MESSRS. BRADY and C. T. ROBINSON WILL APPEAR IN GREAT NOVELTIES, Several New Lady Amateurs, A Complete Banjo Band, &c., &c., &c.

PART II.
BY SPECIAL DESIRE, The MUSICAL FLOWER FAIRY TALE, entitled "PANSY."
Written and Composed by Mr. N. RUCHWALDY and performed by some 30 Young Ladies and Children.

To Conclude with a BEAUTIFUL Ideal Personification of "THE WALTZ."
TICKETS, $1 and $1, may be had from TO-DAY. PLAN at Messrs. W. ROBINSON & Co.'s
Hongkong, 24th September, 1894. [1757

NORTH BORNEO AND LABUAN REVENUE FARMS.

TENDERS will be received by the SECRETARY TO THE GOVERNOR, SANDAKAN, on or before 9TH NOVEMBER next, for the following REVENUE FARMS for 1895:—
OPIUM FARMS, North Borneo and Labuan.
SPIRIT FARMS, North Borneo and Labuan.
PAWNBROKING FARMS, North Borneo and Labuan.
TOBACCO FARMS, Labuan only.
CUSTOMS FARMS, of Import and Export Duties, North Borneo.
GAMBLING RESTRICTION, for North Borneo only.
BLACHAN, BIRDSNEST, WHARF DUES and MARKET DUES, North Borneo only.
TENDERS for the OPIUM may be made for the Whole Territory and Labuan or for each Province Separately.
For Particulars, apply to H. L. DALRYMPLE, Agent for the B.N.B. Co., HONGKONG.
Hongkong, 18th August, 1894. [1549

ANNUAIRE-ALMANACH DU COMMERCE. (DIDOT-BOTTIN.)

THE PUBLISHERS of this world renowned DIRECTORY have for the first time despatched an AGENT to the FAR EAST to represent its interests.
For ninety-eight years this invaluable work has been most favourably known in all Mercantile Communities throughout the world, and its issue for 1895, written up to date, will be the most comprehensive and reliable guide, not only to France and its Colonies, but likewise to all Foreign Countries.
Orders for Copies of the Directory and for Advertisements should be sent to A. ROBAGLIA, Agent, No. 2, Pedder's Hill.
Hongkong, 14th September, 1894. [1696

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY.

The sale of this good Scotch increases month by month; it is of Superb quality and of CUTLER, PALMER & Co.'s SELECTION.
Sole Agents for it—LANE, CRAWFORD & Co., Hongkong.
281]

AUSTRALIAN BUTTER. WOOD'S CELEBRATED Cow Brand VICTORIAN BUTTER.
ALLISTON & Co., Sole Agents, Hongkong, China and Japan.
Hongkong, 18th July, 1894. [1691

INTIMATIONS.

NEW YORK LIFE INSURANCE COMPANY.

FUNDS	Gold $148,700,781.21
NEW BUSINESS FOR 1893	" $228,348,991.00
SURPLUS UNDIVIDED	" $ 17,025,630.18
INCOME	" $ 33,863,646.95
INSURANCE IN FORCE: 231,992 Policies insuring	" $779,156,078.00

BIRLEY, DALRYMPLE & Co., ARNHOLD, KARBERG & Co., Agents in Hongkong.
Hongkong, 14th March, 1894. [a143

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER, 7A, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.
Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. Liberal Discount Allowed. [1114

LANE, CRAWFORD & CO.

DOUBLE BREECH LOADING HAMMERLESS GUNS
IN CASES FITTED WITH LOADING IMPLEMENTS.
MARTINI-HENRI MATCH RIFLES.
REMINGTON SALOON RIFLES.
COLT'S "LIGHTNING" REPEATING CARBINES.
WINCHESTER MAGAZINE CARBINES.
SMITH and WESSON'S NEW HAMMERLESS REVOLVERS 32 and 38 Calibre.
COLT'S "NEW NAVY" REGULATION REVOLVERS.
RILEYS' IMPROVED "BULL DOG" REVOLVERS.
COLT'S DERINGERS.

CARTRIDGES & AMMUNITION FOR ABOVE.

SPORTSMEN'S SUNDRIES OF ALL KINDS.

PIGOU, WILKS & LAURENCE "ALLIANCE" SPORTING POWDER.
CARTRIDGES LOADED WITH [E.C.] SMOKELESS POWDER.

LANE, CRAWFORD & CO.
Hongkong, 17th September, 1894. [a23

YOUR TEETH KEPT SOUND AND WHITE FOR SIX MONTHS FOR FIFTY CENTS.

The — Ricksecker — Tooth — Powder.
The — Ricksecker — Face — Powder.
The — Ricksecker — Sachet — Powder.
The — Ricksecker — Skin — Soap.
The — Ricksecker — Choice Perfumes.

WE ARE NOW SHOWING A CHOICE ASSORTMENT OF THE ABOVE AT POPULAR PRICES.
WATKINS & CO., APOTHECARIES' HALL.
66, Queen's Road Central, Hongkong. [a1401

PIANOS TUNED AND REPAIRED.

We beg to call special attention to the FACILITIES OFFERED by our Establishment for the TUNING of PIANOS and the KEEPING of the same IN ORDER by regular visits—

TERMS.

Single Tuning	5.00
Tuning every Two Months	25.00 per annum
Tuning every Month	48.00 per annum

REPAIRS.

Having ALL APPLIANCES and a LARGE STAFF of skilled and experienced workmen under our direct superintendence, we are able to EXECUTE EVERY DESCRIPTION OF REPAIRS to case, frame or interior of Pianos, Organs, &c., &c. or to rebuild them throughout. ESTIMATES FREE and ALL WORK GUARANTEED.
W. ROBINSON & Co., UNDER HONGKONG HOTEL.
513a]

EX S.S. "JAPAN."

LANSON'S CHAMPAGNE.

VIN. 1887, EXTRA QUALITY, EXTRA Sec.

AS SUPPLIED TO HER MAJESTY THE QUEEN, H.R.H. THE PRINCE OF WALES, "THE GUARDS" AND PRINCIPAL LONDON CLUBS, AND THE 1st SHROPSHIRE LIGHT INFANTRY.
IN MAGNUMS, QUARTS, AND PINTS.
CALDBECK, MACGREGOR & Co., Sole Agents, Hongkong and China.
15, Queen's Road. [a26

W. BREWER.

JUST RECEIVED.
Capt. Hayes' New Work "Among Men and Horses."
Fallowfield's Photographic Annual 1894-5.
Warne's New Natural History, Vol II.
English Student Life in Pekin.
Humours of London Police Courts.
Merrett's Land Surveying.
Handbook of Steam Engine, by Haeder and Powles.
Arthur—Reminiscences of an Indian Police Official.
Sir Jno. Strachey—India.
New Stock of Fine Engravings.
Downey's Art Studies.
Tuck's Copies of Landscapes, Flowers, Sea Scenes, Human Figure, &c., &c.
Works on Oil and Water Colour Painting.
A large Variety of Amateur Photographic Goods.
Every Photographer should try Marion's Fixing Cartridges and Pyro Soda Cartridge Developer.
Marion's Dry Plates, all Sizes. Photographic Mounts.
New Stock Plush Frames for Promenade, Boudoir, and Panel Pictures. [22

KELLY & WALSH, LIMITED.

Supplement to Stanley Gibbon's Stamp Album brought up to Spring of 1894.
New Library Map of the World.
Aus dem Lande des Zopfes, by M. Von Brandt.
If Christ came to Chicago—W. T. Stead.
Marcella—Mrs. Humphrey Ward.
NEW WAR MAP OF KOREA and NORTH CHINA, in two Sections. Printed in Colours, with Names of Places in English and Chinese. Price, $1.00.
The Sign of Four—Conan Doyle.
Dixon Kemp's Manual of Yacht and Boat Sailing.
Helps to the Study of the Bible.
From China to Peru—Mrs. Howard Vincent.
The Manxman—Hall Caine.
The Bells of Is, or Voices of Human Need and Sorrow, by J. B. Meyer, B.A.
Capt. Cavendish—Corea and the Sacred White Mountain.
The Transmigrations of the Mandarin Fun-Hoam (Chinese Tales) Edited by Leonard C. Smithers.
Figaro Salon 1894 par Charles Iriarte—Complete in 6 parts. Price, $6.50. Magnificently Illustrated.
Royal Academy Pictures—1894, Complete.
Beeton's New Book of Garden Management.
Lloyd's Artillery, its Progress and Present Position.

KELLY & WALSH, LD. [21

SIEN TING. SURGEON DENTIST, No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE. Consultation Free.
Hongkong, 23rd September, 1891. [1755

PORTLAND CEMENT. J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & Co.
Hongkong, 11th April 1889. [1765

NOTICE.

THE INTEREST and RESPONSIBILITY of the late THAWARDASS PARIAMAL, DECEASED, in our firm CEASED on the 31st DAY of OCTOBER, 1893.
TARACHAND THAWARDASS & Co.
Hongkong, 25th September, 1894. [1760

WANTED.—A MANAGER for the HONGKONG HOTEL on or before 1st May next. Salary, $300 per Month and Commission.
Guaranteed Minimum of the Latter at the rate of $125 per month.
Apply to THE SECRETARY, Hongkong Hotel Co., Limited.
Hongkong, 21st September, 1894. [1735

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

LONDON OFFICE—81, CHEAPSIDE, E.C.

ASSETS OVER	£35,200,000
SURPLUS EXCEEDS	6,700,000

This Society originated the Tontine System of Life Assurance, under which the premiums paid form a lucrative investment, and not an expense, affording provision for old age as well as immediate family provision in the event of death.

ABSOLUTE SECURITY. LOW PREMIUMS. LARGE PROFITS. ANNUITIES GRANTED ON MOST FAVOURABLE TERMS.

Before assuring elsewhere, send for Prospectus and Illustrative Pamphlets.
SHEWAN & Co., General Agents.
Hongkong, 20th June, 1894. [a303

DR. KNORR'S LION BRAND ANTIPYRINE.
(Dose for Adults 15 to 35 grains troy.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also, the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

"DERMATOL" is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.
To be had at every reputed Chemist and Druggist.
Supplies constantly on hand at the China Export, Import, and Bank Co.,—Sole Agents for China. [illegible]

INTIMATIONS.

HONGKONG AND SOUTH CHINA MASONIC BENEVOLENCE FUND CORPORATION.

NOTICE.

THE MEETING of the above CORPORATION, Called for MONDAY, the 24th instant, has been POSTPONED to TO-DAY, 26th idem, at the same hour.
A. O'D. GOURDIN, Secretary.
Hongkong, 20th September, 1894. [1718

NOTICE.

I HAVE been Requested to CALL a PUBLIC MEETING to be held in ST. ANDREW'S HALL, CITY HALL, TO-MORROW (THURSDAY), the 27th instant, at 4 P.M. to CONSIDER the STEPS to be taken to RECOGNISE the SERVICES Rendered to the Community during the RECENT PLAGUE.
HIS EXCELLENCY the GOVERNOR has kindly consented to PRESIDE.
EDW. J. ACKROYD, Chairman, Provisional Committee.
19th September, 1894. [1727

THE CHINESE INSURANCE COMPANY, LIMITED. (IN LIQUIDATION.)

NOTICE is hereby given that a FIRST RETURN of CAPITAL amounting to $7.50 per SHARE has been declared in this Matter.
SHAREHOLDERS on the Register can obtain PAYMENT of this on Producing their SCRIP to the HONGKONG AND SHANGHAI BANKING CORPORATION on and after the 20th SEPTEMBER, 1894, and on Signing the Form of Receipt to be obtained at the said Bank.
Hongkong, 31st day of August, 1894.
J. GOOSMANN, Liquidator.
1631]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY FIRST ORDINARY YEARLY MEETING of the Shareholders of the Society will be held at its HEAD OFFICE, Hongkong, on SATURDAY, the 6th OCTOBER next, at NOON, for the Purpose of RECEIVING the REPORT of the Directors together with STATEMENTS of ACCOUNTS for the Year 1893, and for the Half Year ending the 30th June, 1894.
The TRANSFER BOOKS of the Society will be CLOSED from the 25th September to the 6th October, both days inclusive.
By Order of the Board, DOUGLAS JONES, Acting Secretary.
Hongkong, 22nd September, 1894. [1746

NOTICE.

MAN LOONG (萬隆) have always for Sale all kinds of PRESERVED GINGER and SWEETMEATS of their well-known Manufacture.
Head Office: HONAM, CANTON.
Hongkong Office: No. 376, QUEEN'S ROAD CENTRAL.
Managers:—LEUNG YU SANG, WONG HOI CHOW.
Hongkong, 9th January, 1894. [a1826

CUTLER, PALMER & CO.

Have been Shippers to CHINA for nearly 75 years. Their Brands are favourably known all over the World.
This ancient House consign to us their well-known very old, and

A1 QUALITY COGNAC, Distinguished by 4 STARS on the label. Price $20.50 per 1 dozen bottles.

SUPERIOR OLD COGNAC, Distinguished by 3 STARS on the label. Price $19.00 per 1 dozen bottles.

VERY GOOD COGNAC, Somewhat younger than the above. Distinguished by 2 Stars on the label. Price $15.00 per 1 dozen bottles.

"PALL MALL" WHISKY, Eleven years old, very fine quality. Each bottle bears an analyst's certificate. The quality is guaranteed. Price $18.00 per 1 dozen bottles.

Well-matured HIGHLAND MALT WHISKY, Blended by CUTLER, PALMER & Co. Moderate in price, excellent in quality. Price $15.00 per 1 dozen bottles.

BRODIE & CO.'S FINE SCOTCH WHISKY, in "Squat" Bottles. Price $10.75 per 1 dozen bottles.

GLENIFFER BLEND, SCOTCH WHISKY, Moderately priced, good quality. Price $8.25 per 1 dozen bottles.

INVALIDS' PORT, This Wine is old, soft, and delicate. We strongly recommended it. Analysed and Certificated by Professor Cassell. Price $18.00 per 1 dozen bottles.

DOURO PORT, This is a fine quality wine of exceptionally good value. Price $13.00 per dozen bottles.

SHERRIES, AMOROSO, The Earl Mise's shipping. Price $18.00 per 1 dozen bottles.
LA TORRE, Price $15.00 per 1 dozen bottles. Pure and natural Wine; a tonic.
WHITE SEAL SHERRY—Popular at the Club. Dry, delicate, and of fine flavour. Price $21.00 per 1 dozen bottles.

CLARETS in Quarts and Pints.
CHATEAU MOUTON. For a good after dinner Wine we recommend this. Price $23.75 per 1 dozen bottles.
LAROSE. This is a very attractive Claret, of good bouquet. Price $17.00 per 1 dozen bottles.
MARGAUX-MEDOC, A breakfast Claret. Price $9.25 per 1 dozen bottles.

LIQUEUR, BENEDICTINE, D.O.M. Price $38.00 per 1 dozen bottles.

CUTLER, PALMER & Co.
Agents—SIEMSSEN & Co., HONGKONG.
281]

CUTLER, PALMER & Co. WINE SHIPPERS SINCE 1815
Who have consigned their Brands to our care for over half a century.
Apply to G. C. ANDERSON, Messrs. JARDINE, MATHESON & Co., Hongkong.
And to their Agents [illegible]
[illegible]

INTIMATIONS.

DAKIN, CRUICKSHANK & CO., LD. VICTORIA DISPENSARY.

EUCALYPTUS OIL.

Messrs. DAKIN, CRUICKSHANK & Co., Ld. were the First to introduce EUCALYPTUS OIL into HONGKONG and the Quality of their import is still unsurpassed.

EUCALYPTUS OIL

Is a Sovereign Remedy for COLDS, INFLUENZA, CATARRH.

A First-rate GERMICIDE.

Is a MORE POWERFUL Disinfectant than CARBOLIC ACID.

For MOSQUITO BITES, For USE in the BATH.

D. C. & Co.'s EUCALYPTUS OIL.

BOTTLES, 50 c. and $1.00. [a24

BUTTER IN TINS.

SEASON 1894-1895.
ISIGNY—BRETEL FRERES 1, 2, 4, lbs.
ISIGNY—F. DEMAGNY 1, 2 lbs.
ISIGNY—PLONGUER 1 lb.
DANISH—HEYMAN'S 1 lb.
And Also
ISIGNY BUTTER in bottle 1 lb.
Apply to G. GIRAULT, No. 6, Queen's Road Central.
Hongkong, 20th August, 1894. [1555

INSURANCES

SCOTTISH METROPOLITAN ASSURANCE CO. (LIFE AND ACCIDENT).

LIFE RATES 20 °/. LOWER than those charged by most Companies.
ACCIDENTS £2 PER ANNUM secures £1,000 in Case of death by Accident.
£4 PER ANNUM Secures £1,000 in Case of Death or Total Permanent Disablement by Accident, and Weekly Payments of from £1.10 to £6 a week in Case of Temporary Disablements.
For Prospectus or further particulars, apply to J. Y. V. VERNON, Agent.
Hongkong, 18th June, 1894. [1720

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ESTABLISHED 1870.

HEAD OFFICE,—Hongkong.
CAPITAL TWO MILLION DOLLARS.

PAID-UP CAPITAL	$ 400,000
RESERVE FUND	875,000
CLAIMS PAID	1,035,000
BONUSES PAID	560,000

RISKS accepted at CURRENT RATES of PREMIA.
JAS. B. COUGHTRIE, Secretary.
Hongkong, 5th March, 1893. [770

IMPERIAL FIRE INSURANCE COMPANY, LIMITED.

ESTABLISHED 1803.

THE Undersigned as AGENTS of the above Company are prepared to ACCEPT approved European RISKS at Current Rates.
EDUARD SCHELLHASS & Co., Agents.
Hongkong, 1st January, 1894. [1988

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL ASSETS AT 31ST DECEMBER, 1893, £11,054,687 7s. 6d.

I.—AUTHORISED CAPITAL	£3,000,000	£ s. d.
SUBSCRIBED CAPITAL	2,750,000	
PAID-UP CAPITAL		687,500 0 0
II.—FIRE FUNDS		2,341,102 11 11

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN & Co., Agents.
Hongkong, 6th August, 1894. [1286

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & Co., Agents for the Phœnix Fire Office.
Hongkong, 17th August, 1887. [17

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & CO., Agents.
Hongkong, 16th May, 1892. [16

THE MEIJI FIRE INSURANCE COMPANY, LIMITED, OF TOKYO.

THE AGENCY of the above named Company having This Day been TRANSFERED to the Undersigned, they are now prepared to Accept Risks against Fire at Current Rates.
For the MITSUI BUSSAN KAISHA, K. FUKUI, Manager.
Hongkong, 2nd July, 1894. [1280

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & Co., Agents.
Hongkong, 16th November, 1872. [15

PEAK PARCEL POST.

NOTICE.

PARCELS FOR THE PEAK will be RECEIVED at the GENERAL POST OFFICE Every Day (Sundays and Holidays Excepted) Between 10 A.M. and 2.30 P.M., and CONVEYED to the Peak by the 3.30 P.M. Tram.
PARCELS FROM THE PEAK for Victoria will be RECEIVED at the UPPER TERMINUS Every Day (Sundays and Holidays excepted) Between 8.45 A.M. and 9.45 A.M. and CONVEYED to Victoria by the 10 A.M. Tram.
A UNIFORM CHARGE of FIVE CENTS PER PARCEL will be made, but no Parcel will be accepted by the Post Office unless the POSTAGE is PREPAID by means of Ordinary Adhesive Postage Stamps, which must be affixed by the Sender.
THE HONGKONG HIGH LEVEL TRAMWAYS Co., LD.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, [illegible] September, 1894. [illegible]

SHIPPING.

ARRIVAL.
Sept. 24, RAVENNA, British str., 1,915, Francis Cole, Shanghai 22nd Sept., Mails and General.—P. & O. S. N. Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE 25TH SEPTEMBER.
None.

DEPARTURES.
None.

PASSENGERS.
ARRIVED.
Per *Ravenna*, str., from Shanghai for Hongkong.—Mrs. J. Loureiro, Messrs. T. Angus, Iss Ar ng To, Leu Yung Tsung, Leung Lang Kang, and Die Kuing Lo. For Brindisi.—Mrs. Baxter, and Miss Murray.

VISITORS AT HOTELS.
HONGKONG HOTEL.

Mr. A. Adams	Mr. F. S. Lee
Mrs. Allison	Mr. E. Lyall
Rev. S. A. Bayliss	Mr. Hugo Magdeburg
Mr. W. Blaynoy	Mr. H. O. Matheson
Mr. J. Boyer	Mr. T. Mitchell
Mr. L. le Bracton	Mr. Oscar Noodt
Mr. H. O. Burkhardt	Mr. Chiles W. Palmie
Capt. R. Crawford	Mr. W. Parfitt
Mr. & Mrs. Raoul Deboeux	Captain & Mrs. Victor Perkes
Captain C. Dodd	Mr. S. Pye
Mr. W. A. Duff	Mr. Federico Rodrigues
Mr. C. N. Edison	Mr. O. Rombach
Mr. C. H. Freeman	Mr. F. E. Sheon
Dr. Dario Galvao	Mrs. A. Smith
Mr. B. K. M. Glossop	Mr. & Mrs. C. L. Smith
Mr. E. A. Hamaman	Mr. Tatlock
Mr. Alf. James	Mr. Daniel Vincens
Mr. L. Jadoll	Mr. Heinrich Vogel
Mr. & Mrs. Daniel H. Kelly	Captain Wheetham
Mr. J. Kinghorn	Mr. W. Whiley

MOUNT AUSTIN HOTEL.

Mr. & Mrs. Ross Anton	Mr. A. C. Marshall
The Misses Anton	Mr. & Mrs. McCallum & child
Mrs. Rossi Ashton, child and nurse	Mr. L. Meudel
Mr. F. H. Bell	Mr. H. F. Meyrink
Mr. H. E. Bonshall	Mr. J. S. Moses
Mr. Hart Buck	Mr. E. Ortiz
Dr. & Mrs. J. Cantlie and infant	Mrs. A. S. Palmer
Mrs. W. S. Clarke	Mr. J. Rankin
Mr. T. P. Cochrane	Mr. E. Molk Ross
Mr. J. B. Coughtrie	Mr. & Mrs. P. A. Sachse 3 children and nurse
Mr. E. Goetz	Mrs. Spry
Mr. & Mrs. D. Gillies	Mr. Suidter
Madame Huart & child	Mr. C. S. Taylor
Mr. & Mrs. H. Humphreys and 2 children	Capt. A. Tillett
Mr. Inchbald	Mr. R. E. Tomkins
Dr. & Mrs. J. Knott & son	Lt.-Commander L. G. Tufnell, R.N.
Mr. J. Kramer	Mrs. L. G. Tufnell
Mr. S. A. Levy	Mr. J. Y. V. Vernon
Mr. C. Malsch	

VESSELS IN DOCK.
ABERDEEN DOCKS.—
KOWLOON DOCKS.—Agnes, Rio, Kwong-mo.
COSMOPOLITAN DOCK.—

TO-DAY.
Allison's Vaudevilles, at the City Hall, 9 p.m.

HOTELS.

MOUNT AUSTIN HOTEL
1,400 feet above sea level.

Telegraphic Address, "Excelsior" Hongkong. A.B.C. Code. Telephone, No. 35.

This MAGNIFICENT HOTEL is situated at the most beautiful and healthy part of the Hill District, the air is delightfully cool and bracing, the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed.
The CUISINE is under the personal superintendence of an experienced European Steward.
LAWN TENNIS.—Three Courts in splendid condition are kept for the use of Visitors.
TRAMWAY TICKETS are supplied to Residents and Visitors at the Hotel at reduced rates.
For further Particulars, apply at the OFFICE, 38 and 40, QUEEN'S ROAD CENTRAL, or to MOUNT AUSTIN HOTEL, The Manager.
Hongkong, 24th September, 1894. [1836

HONGKONG HOTEL.

Telegraphic Address. "Kremlin"—A.B.C. Code. Telephone No. 32.

BOARD AND LODGING
From $5.00 Per Day.
HYDRAULIC LIFT to all Floors.
The Hotel STEAM LAUNCH Conveys Passengers and Baggage to and from all Mail Steamers.
R. TUCKER, Manager.
Hongkong, 21st September, 1894. [a32

HOTEL CHAMBERS.

BOARD AND LODGING
From $60 Per Month.
ROOMS TO LET on 2nd and 3rd Floors Furnished or Unfurnished.
Apply to R. TUCKER, Manager; or R. LYALL, Secretary.
Hongkong, 21st September 1894. [a32

HOTEL DE LA PAIX.
(FORMERLY THE HOTEL DES COLONIES.)

THIS HOTEL, situated on the FRENCH CONCESSION, a very convenient spot on Shameen, is now Prepared to offer the BEST ACCOMMODATION to any Tourists or Occasional Visitors who wish to bring their Families to pay a visit to Canton, and EVERY POSSIBLE ATTENTION will be paid to their Comforts.
A FIRST CLASS TABLE D'HOTE Kept. WINES and SPIRITS of the BEST QUALITY; and the charges for the same are EXTREMELY FAIR and REASONABLE.
A well furnished BILLIARD SALOON with BAR attached.
V. A. ROZARIO, Manager.
Canton, 25th July, 1894. [1417

NOTICE TO CAPTAINS.

MASTERS of Vessels arriving here CANNOT BE TOO PARTICULAR as to the SOURCE of supply of FRESH WATER, more especially during the present epidemic.
J. W. KEW & Co.'s STEAM WATER-BOATS enable them to SUPPLY VESSELS with any quantity of PURE FRESH WATER with the greatest despatch and at moderate rates.
CALL FLAG "W" Commercial Code.
Office, 18, Praya Central.
Hongkong, 14th June, 1894. [1191

DENTISTRY.

DR. I. SAKATA, (from Japan), Mr. SUI SANG, DENTAL SURGEONS.
35, Queen's Road Central.
First Class Dentistry and Moderate Fees.
Consultation Free.
Hongkong, 9th June, 1894. [1522

INTIMATION.

A. S. WATSON & CO., LIMITED.

EVGETABLE AND FLOWER SEEDS.

SEASON 1894-95.

Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS with HINTS FOR GARDENING have been issued and may still be obtained on application.

Our Seeds are all tested before being put up in London. They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in fine weather only and the remainder of the packets secured from damp, and kept in a dry place for repeat Sowings.

CLAY'S FERTILIZER.

A high-class Fertiliser for Pot Plants and for use in the Garden generally: it supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour, and beauty.

Sold in Tins containing 10 lbs. each.. $1.75.
" " 28 lbs. " ...$4.50.

Directions for Use are given on the Label.

RANSOME'S "NEW PARIS"

LAWN MOWERS.

The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.
Established A.D. 1841.

Hongkong, 11th September, 1894. [20

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to "The Editor."

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have appeared in other papers first will be inserted.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited. Only Supplied for Cash.

Telegraphic Address *Press*.
P. O. Box 20. Telephone No. 12.

DEATH.

At Chefoo, on the 14th of September, 1894, at his residence, Beach House, WILLIAM ROBERT FULLER, aged 59.

The Daily Press.

HONGKONG, SEPTEMBER 26TH, 1894.

IT is now twenty-four years since the Government took steps for the protection of wild birds in Hongkong. In moving the second reading of the Bill introduced for that purpose the Attorney-General said the object of the enactment was not in any way to interfere with legitimate sport, but to prevent the wholesale slaughter of birds not game. The preamble of the Ordinance recited that the destruction of birds had of late greatly increased and that it was expedient to make provision for their preservation. The killing or wounding of birds was therefore created a misdemeanour, but the definition clause excluded birds of game and birds of prey from the operation of the Ordinance. Under the influence of this protective measure and the increase of cover due to the operations of the Afforestation department the number of birds on the island has largely increased. In 1885 the law was amended by placing wild birds and game in one category and it was provided that the Governor-in-Council may grant licences "to shoot and "take game or wild birds or any particular "description of game or wild birds "within any particular districts or loca"lities in this Colony." At the time that Ordinance was passed a scheme was on hand for the introduction of game on an extensive scale, an Association having been formed for that purpose. The scheme failed, chiefly through the dishonesty of the secretary, who ran away with the funds, but had the prospects been considered favourable the Association would hardly have been deterred from a second trial. With the disappearance of the Secretary, however, the Association practically passed out of existence and no further attempt was made to introduce game until the other day, when the Captain Superintendent of Police conceived the idea of introducing pheasants, for which purpose he has, we understand, been granted the exclusive privilege of shooting and taking game or wild birds on Tytam Peninsula for a term of years. In pursuit of this scheme the Captain Superintendent desired the destruction of all hawks and magpies within his domain and the work has already been carried out so completely that it is said there is not a magpie to be seen there now, the whole of them having been killed off by poisoned eggs. This is a proceeding to be regretted. The hawks we might afford to lose, for they are common enemies. Magpies, too, prey on the eggs and young of other birds, but they are not so emphatically birds of prey as the hawks, and they are an agreeable feature in the life of the island. Pheasants, on the other hand, cannot live here, unless artificially fed, because there is no natural food for them, and Mr. MAY's experiment is therefore doomed to failure. Even if there was a prospect of partial success in the rearing of pheasants the extermination of the magpies would still be a matter of regret, and it is doubly so when there is no purpose whatever to be served by it. Another consideration, of a totally different character, also arises, namely, the expediency of granting exclusive privileges of the kind in question to any official, or indeed, for the matter of that, to any unofficial. Mr. MAY in entering on his scheme has, it is needless to say, been influenced solely by a love of sport, and his ideas are not selfish, inasmuch as other sportsmen would, we believe, in course of time be allowed to join him. He has entered on the work single-handed, and from a purely sporting point of view deserves nothing but praise for undertaking at his own pecuniary risk such a doubtful experiment. But the precedent of granting exclusive privileges to an official is necessarily attended with grave objection, as it opens the door to abuses. If Tytam Peninsula is granted to Mr. MAY, in the same way other districts may be granted to other officials, and we might have the whole island parcelled out amongst half-a-dozen favoured individuals. That, of course, is not at all likely to happen, but seeing how difficult it is to keep the public service free from scandal any apparent loophole for abuse should be avoided. If Mr. MAY should be called upon to give up his pheasantry before he is personally satisfied that the experiment cannot succeed every one will sympathise with him in his disappointment, but service considerations as well as the objections to the wholesale destruction of the wild birds of the island seem to render such a course expedient.

The Russian gunboat *Koreyts* arrived at Shanghai on the 21st inst. from Chemulpo, which she left on the 18th.

According to latest advices from the North the British squadron had left Chefoo for a cruise and were expected at Chemulpo.

Owing to the inclemency of the weather Allison's Vaudeville Company did not play last night, but will appear to-night instead.

The O. S. S. Co.'s steamer *Palamed* left Singapore yesterday morning, and may be expected here on Monday, the 1st October.

The series of articles on Sanitation by Mr. St. John H. Hancock which have appeared in our columns have been reprinted in pamphlet form.

The report of the Hongkong Football Club for the season 1893-94 has been issued. Brevity is its chief characteristic. It states that a number of interesting and closely contested matches were played during the season under Rugby and Association rules, and that the number of members is 79.

The *Mercury* states that Messrs. Jardine, Matheson & Co. have received a message from the Foreign Office stating that Lord Kimberley has notified the Japanese Government that they hold them responsible for sinking the *Kowshing*. By this we presume is meant merely pecuniary responsibility, according to the well established rule of international law that when in operations of war one of the belligerents finds it necessary to destroy the property of a neutral he is justified in doing so but must compensate the owners.

A peculiar accident, we learn from the *N. C. Daily News*, happened to the *Nierstein* on the 18th inst. when at Woosung outward bound to Tientsin. She passed the Woosung Lighthouse at full speed, and while doing so one of her anchors, which was hanging at the cathead, suddenly dropped, and the chain ran out at a great rate and snapped when it came to the end. The steamer then went out to the Woosung Spit Buoy and anchored, intending to recover the anchor and chain, but none of the local grab-boat people would undertake the job, as they feared they might interfere with some submarine cable connected with the forts.

The Hongkong and Shanghai, Chartered, and National Banks issued the following notice in Yokohama on the 13th inst.:—

The undermentioned Banks hereby beg to notify their Constituents that, until further notice, cheques or drafts on Japanese Banks and firms in Yokohama, except ng those on the Shokin Ginko, received after 1.45 p.m. on ordinary days, and 10.45 a.m. on Saturdays, will not be placed to credit of accounts until the following day, or until realised, as owing to the risk apprehended by Chinese Collectors in consequence of the present relations between China and Japan, the said Banks have resolved to confine the collection of such cheques and drafts to the clearing account system now in vogue, which does not admit of clearances being effected after the hours specified above.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 24th September.

GREAT BRITAIN AND JAPAN.

The *Times* states that the Policy of Great Britain towards Japan is entirely a well wishing one, and that the two countries have no conflicting interests. It warns Japan against Russia's hankering to secure a harbour in the Pacific open the year round, which if obtained would be equally menacing to Great Britain and Japan.

In the event of foreign intervention in the present war, the *Times* expects that Great Britain and Japan will stand together.

THE WAR.

THE RECENT NAVAL ENGAGEMENT.

The following is the Japanese official account of the recent naval engagement:—

On the 17th inst. the Japanese fleet consisting of the *Matsushima*, *Itsukushima*, *Hashidate*, *Yoshino*, *Naniwa*, *Takachiho*, *Akitsushima*, *Chiyoda*, *Hiyei*, *Fuso*, *Akagi*, and *Saikio Maru* met off the north-east coast of Haiyang Bay with the Chinese fleet consisting of the *Ting Yuen*, *Chen Yuen*, *Ching Yuen*, *Chi Yuen*, *Lai Yuen*, *King Yuen*, *Wai Yuen*, *Yang Wei*, *Chao Yung*, *Kwang Kap*, *Kwang Ping*, *Ping Yuen*, and other men-of-war, with six torpedo boats. Fire was opened at forty-five minutes past noon and severe fighting lasted till 5 p.m. At last four of the Chinese men-of-war, the *Lai Yuen*, *King Yuen*, *Yang Wei*, and *Chao Yung* were sunk and the *Ting Yuen*, *Ching Yuen*, and *Ping Yuen* caught fire, and all the other ships having suffered serious damage were scattered.

On the Japanese side more or less damage was received by the *Matsushima*, *Hiyei*, and *Akagi*, but none of them was disabled.

Among the Japanese officers killed are Commander Sakamoto, of the *Akagi*, two first lieutenants of the *Hashidate*, one first and one second lieutenant of the *Matsushima*, one first lieutenant of the *Akitsushima*, one second lieutenant of the *Yoshino*, two doctors, and about thirty non-commissioned officers and men. The number of wounded amounted to 160.

From Shanghai papers received yesterday it would seem that the Chinese fleet was convoying the transports *Chintung*, *Haeting*, *Hsinyu*, *Toonan*, and two *Pings*, and that the troops had been safely landed before the Japanese came up. The statement that four Japanese ships were sunk seems to rest on the authority of the Captain of the *Tsi-yuan*, "which was sent out of action and witnessed the fight from a distance." The Chefoo correspondent of the *Mercury*, writing on the 19th inst., after mentioning the Chinese loss, says:—"The Chinese are very much upset about the matter, and are endeavouring to spread a report that four of the Japanese men-of-war have been sunk, but I am assured that nothing was in the telegram about the loss on the Japanese side."

WHERE IS THE JAPANESE ARMY?

The *N. C. Daily News*, in the course of an article on the situation, says:—It is supposed, again, that having captured Pingyang and thus freed northern Korea from the Chinese yoke, the Japanese will now move their army by sea to the Gulf of Pechili. This suggests the question: Where is the Japanese army? If there were only twenty thousand Japanese at Pingyang, where is the rest of the army? At least three times that number of men have left Japan in transports; where are they? We were assured at one time that a large force had been landed in Society Bay to the north of Port Arthur, and there have been rumours of landings on the west shore of the Gulf of Pechili, but none of these reports have been confirmed. We are assured from Japanese sources, and in this they differ largely from our Korean correspondent, that their losses so far in Korea have been trivial; there is therefore a large army somewhere of which we have not lost track, because its track has never been known to us. Where is it?

Since the above was written we have received a letter from an occasional correspondent at Tientsin, mentioning the report that a large Japanese force has been landed at Longchuen on the coast of Shingking, west of the Yalu river, and south of Moukden. Is this the missing army?

THE CONDUCT OF THE JAPANESE.

In justice to the Japanese at Chemulpo we (*N. C. Daily News*) publish the following extract from a private letter received here from a foreign firm at that port:—"The Japanese soldiers are under perfect control and keep order among the people wherever they are. The reports in your Shanghai papers regarding the behaviour of the Japanese troops are quite incorrect. We have some 41 to 50 Chinese still here in Chemulpo who have not been insulted or annoyed in any way by the Japanese soldiers, and attend freely to their business—Chinese peddlers sell vegetables, etc., in the Japanese settlement to Japanese soldiers, which shows that the Japanese mean what they say, when they proclaim that private persons, Chinese or others, will not be molested."—We have also received a letter from a foreigner in Chemulpo, who finds what he considers inaccuracies in a letter from our Korean correspondent, published by us on the 22nd ult. He says that there were not more than 5,000 Japanese at Yashan, and that while it was a blunder allowing General Yeh and his troops to escape, yet they had to leave all their arms behind them. There had only been one suicide, and he throws doubts on the story of the Japanese forces firing on each other. The Japanese only lost 70 killed and 100 wounded at Yashan. Nothing had happened to the *Matsushima*, and the mistake arose from a Rear-Admiral being put on the *Yoshino*. The *Yaeyama* is not a fighting ship. The *Yoshino* was hit three times, but not seriously, "and she has not been near a dockyard." The fighting in the north mentioned by our correspondent was a small affair in which a scouting party of five troopers and two interpreters were surrounded by the Chinese, and cut off, only two escaping. The story of the Chinese soldiers from Yashan tied *à la Coreenne* is exaggerated; there were only two, and they have been well treated. The soldiers that returned from Yashan marched in sandals in preference to boots; they were tired, but they all had hats, coats, and accoutrements. Many misapprehensions arise from baggage coolies, who are "a dirty lot, only having a short coat with no hat or anything else," being mistaken for soldiers.

THE TYPHOON.

JUNKS AND SAMPANS WRECKED.

NUMEROUS LIVES LOST.

THE GOVERNMENT DREDGER SUNK.

The heaviest gale which has visited the colony for many years was experienced during the early hours of yesterday morning, and, although the tale of destruction which has to be told is not nearly so serious as might reasonably have been feared, it is still considerable. It is a singular coincidence that on September 25th, 1894, there should have been a repetition (though fortunately on a much smaller scale) of the never to be forgotten typhoon of September 24th, 1874, when over 2,000 lives were lost and incalculable damage was done both on land and sea. During the height of the blow yesterday, when typhoon gusts carried away doors and windows and howled round the houses, old residents were reminded of that occasion, and the remarkable coincidence noted was strongly suggestive in itself of another such calamity.

The meteorological report issued on Monday did not contain any intimation that we might expect to feel much of the typhoon which left Luzon the other day. Although the report stated that the depression appeared to have moved westward since Sunday and to be situated to the west of North Luzon, the red drum was kept hoisted all day, signifying a typhoon to the eastward distant more than three hundred miles, and as typhoons so situated generally strike north of the colony not much alarm was felt, notwithstanding the threatening appearance of the weather, and most people were taken by surprise when the gun was fired shortly after eleven.

About 9 o'clock the wind steadily increased, and at 11 o'clock was blowing with sufficient force to suggest to a number of the small craft the desirability of seeking shelter. About 11.20 p.m. one round was fired by the gun at the Kowloon flagstaff, and at that time a rather heavy sea in the harbour was making things afloat unpleasant. With as much expedition as possible most of the remaining native craft made for Wanchai Bay, and the launches still running also made for safety. About midnight there could be no question about the approach of the typhoon. The barometer steadily declined to 29.47, the wind rose to nearly full typhoon force, and the harbour became a seething froth. The waves broke heavily on the Praya wall scattering huge clouds of spray against the buildings opposite, and at exposed points tore up the road very considerably. The warning given by the Observatory was so late, and the storm increased so rapidly, that much damage was done which an earlier notification would have avoided. At 5 o'clock yesterday morning two rounds were fired indicating the approach of the typhoon, and at that time the storm was at its height and the barometer at the lowest point. From that time forward the weather moderated somewhat, although all through yesterday rain fell almost continuously, a heavy swell existed in the harbour, and severe squalls were experienced.

When the first gun was fired most of the steamers in the harbour either made for the back of Stonecutter's Island or made doubly secure by letting go an extra anchor. It is satisfactory to be able to report that no accidents to the big ships occurred, although a few dragged their anchors for some distance and were at times in considerable danger.

One of the narrowest escapes was that experienced by the *Esmeralda*. She dragged her moorings from the fairway to quite close to the Reclamation piles. At six o'clock yesterday morning she was not more than twenty yards from being ashore, but by great exertions she was kept off, and when steam was up she took a safe position opposite the P. and O. wharf, near the N. D. L. steamer *Gera*, which had left her Kowloon station and come over to the Hongkong side.

The P. and O. steamer *Ancona* dragged her anchors and was carried some distance down the harbour, at one time being rather dangerously close to the *Tacoma*. She had steam up, however, and soon came back to her old position, where she re-anchored.

A number of sampans, which had not cleared, either through stress of weather or unbelief in the approach of a gale, were dashed against the Praya and broken up like eggshells. Whether any lives were lost thereby it is impossible to learn. In all probability the majority of the occupants of the boats were able to get ashore, but it is pretty certain that in the darkness of the night some loss of life must have been occasioned. No bodies, however, have been recovered.

The boats lying at West Point, one of the most exposed situations, fared the worst. About a dozen large junks were there stationed, and in the morning two or three had disappeared, while others were waterlogged. One had on board a number of Chinese who had transhipped, with a quantity of valuable baggage, from the *China*. In the early morning it was seen that this boat was in a sinking condition. The passengers were taken off by a launch with hand luggage, but most of the things were lost.

Two junks at the *Kwong Hoi* wharf were wrecked and their crews are supposed to have been lost.

An item to be mentioned is the valuable and energetic service rendered during the night by lay volunteers. Mr. Blayney, who already has distinguished himself in connection with the plague, was most indefatigable in his endeavours to rescue the imperilled junks. He ran down to the Naval Yard to obtain life saving apparatus and some assistance. A few men joined him and they proceeded back to West Point with life buoys and lines. It seems strange, however, and we feel we can properly mention the fact in this connection, that although we have here so many miles of sea frontage and are peculiarly liable to great storms, there is not such a thing as a rocket apparatus in the colony.

The Government dredger, which has been employed for some time on work connected with the new Reclamation work, sank yesterday morning opposite the Victoria wharf. Those on board were getting up steam intending to seek a more sheltered anchorage. A violent gust turned the dredger completely over, and she went down in about 10 feet of water into a soft mud bottom. Strange to say the boilers did not explode. It is not known whether any lives are lost, but it is feared that some of the stokers could not have escaped.

The hulk *Hygeia* appeared for some time during the morning to be in danger of dragging her anchors and drifting ashore. She certainly indulged in peculiar movements, coming up and moving round in an extraordinary fashion, but she weathered it out serenely and apparently is none the worse.

The matsheds on the new and old Pedder's Wharves were stripped of their roofs, but the frame works withstood the force of the wind. A good many similar insubstantial structures in various parts of the colony were, however, blown completely away.

The Victoria Recreation Club's premises, as is usual when a blow occurs, suffered seriously. The roof was badly damaged, and the bathing raft also was knocked about in a manner which will make a hole into the Club's "typhoon fund."

Private residents all over the city report damage of varying extent. Windows and verandahs were broken, and in two houses in Gage Street a portion of the side walls were blown in. To show the force of the wind an occurrence at Ripon Terrace might be mentioned. A large fixed window to a bath-room overlooking the staircase, was blown completely out—frame and all—by the wind which made its way through the chinks and crannies of the verandah door—properly bolted and fixed up—opposite to it.

Telegraphic communication with both Macao and the Gap Rock was yesterday interrupted, presumably by reason of the weather.

Necessarily some damage was done to the trees. One or two were blown down and most suffered the lopping off of a few limbs, the roads being strewn with broken branches.

At Kowloon the typhoon was felt with great severity. Two junks were driven ashore in Hunghom Bay, a bamboo pier was demolished, and the shear legs of Blackhead's Wharf were swept away. Minor damages are also reported.

A number of junks that took shelter at Yaumati were dismasted or otherwise disabled. No lives are, as yet, reported lost.

The Kowloon ferry, of course, did not run yesterday morning. In the afternoon the launches commenced the connection, and kept it up until 8 o'clock.

Some telegraph and telephone wires were observed to be broken or damaged in various places, partly by the force of the wind and partly by falling branches.

Only a few of the Peak residents, who, of course, were not able to use the tram, ventured the descent, and naturally their experiences were the reverse of pleasant. One gentleman, whom the wind caught at a mean advantage in the back, found his pace so alarmingly accelerated that, to avert a collision with some substantial structure in which he might have come off second best, he dropped gracefully down, and after rolling a dozen yards or so brought himself up. He didn't come down town in those clothes. We have not heard of any special damage to Peak residences, but doubtless there will be the usual reports of incidental breakages.

A rather curious instance of recovering lost property occurred in connection with the storm. A gentleman who was down at West Point jumping around with commendable agility discovered on his return home that he had lost his gold watch. Remembering one particularly fine jumping feat, over a muddy stream, which was calculated to relieve his pockets of anything loose, he hurried back in a 'ricksha to the spot. It was a forlorn hope, of course, but what was his astonishment to see resting on the rail mud his very watch, and great was his exultation when with it safely in his hand he espied a coolie, who had observed it at the same moment, coming hastily to the spot. The "hiyahs" which a crowd of Chinamen close by raised when they saw the little episode, the chagrin of the coolie, and the smug satisfaction of the owner were things, we imagine, which were exceedingly amusing.

A number of seafaring men yesterday, after the manner of their kind, were disposed to discount the force of the storm. One skipper said it was not blowing more than force 8, but the Observatory record put it as force 11 (typhoon force is 12) and as this is registered by scientific apparatus we may be assured that the blow was one of the severest we have experienced, and often approached to the strength of a full typhoon.

The Observatory report issued yesterday was as follows:—"On the 24th at 6.10 p.m., red south cone hoisted. At 10.20 p.m., two lanterns hoisted vertically. At 11.10 p.m., gun fired one round. Typhoon S.S.E. of Hongkong, appears to have altered its course, and to be now moving in a north-westerly direction. Strong north-east to south-east gale expected in Hongkong. On the 25th, black south cone hoisted before daylight. At 6 a.m. The barometer is falling rapidly and it is probable that the centre of the typhoon will enter the coast at no great distance to the west of the colony. Typhoon force of wind will probably be experienced from E. to S.E. Gun fired two rounds. At 11.50 a.m., black ball hoisted." The black ball signifies that the typhoon has passed to the westward.

POLICE COURT.

25th September.

BEFORE COMMANDER W. C. H. HASTINGS.

KIDNAPPING.

Chan Chau, of no occupation, was brought up on a charge of unlawfully and by intimidation bringing one Wong Cho, unemployed, into the colony for the purpose of emigration, on the 25th inst.

Wong Cho stated that on the 24th inst. he met the defendant, who was a stranger to him, at Canton. Defendant gave him fifty cents with which to go and have some rice in an eating house, after which defendant wanted to take him to Singapore. He refused, but defendant said that he having eaten his rice he was bound to obey, or else he would kill him. Complainant then went with him on board a white vessel. Defendant paid his passage down, and they arrived here yesterday morning. On landing they met a lukong, who arrested them. Complainant came against his will, and did not wish to go to Singapore; he came because he had spent defendant's money and was afraid.

Kong Pin, district watchman, proved the arrest of the defendant at 2.30 a.m. in Wing Lock Street. His suspicion was aroused, and he asked the complainant if he had come down to carry earth. From what the complainant said in reply to his questions he arrested the defendant.

Defendant said that a friend had asked him to take the complainant down to Singapore. He was going there himself.

Sentenced to six months' hard labour.

IN POSSESSION OF AMMUNITION.

Lok Un Chin, watchman on board the steamer *Tai On*, was charged with having in his possession 600 revolver cartridges on board that steamer on the 24th inst. He admitted the charge and was bound over in the sum of $10 to be of good behaviour for three months, in default to be committed for ten days.

The ammunition was confiscated.

THE SHANGHAI SHARE MARKET.

Mr. B. Ruttonjee in his weekly share report dated Shanghai, 20th September, says:—

During the past week investments in the more sound securities have proceeded with little interruption, and, as a result, this share market generally has remained very firm.

Banks.—Hongkong Banks continue to change hands at 98 per cent prem. In other stocks nothing reported.

Insurances.—*Marine*—There is a general enquiry for all these stocks:—Cantons, Unions, North-Chinas and Straits are wanted at previous rates, and business in Yangtszes and Traders at advanced rates have been reported, viz., $77 and $68. *Fire*—In this department, the decline in Hongkongs from $185 to $180 has to be noticed.

Shipping.—The only business locally under this heading has been in Indo-Chinas at Tls. 33, at which price more shares might be obtainable. From Hongkong, Douglas Steamships have been purchased at the equivalent of about $54.50, cum div.

Cargo Boats.—Shanghais have again fetched Tls. 127.50, whilst Co-ops are obtainable at par.

WHARVES & DOCKS.—Wharf shares remain quiet. In Docks, Hongkong and Whampoa changed hands locally at 79 per cent. prem.

MINING.—Raubs are wanted at quotation.

LANDS.—Shanghais have been sold at Tls. 33.50.

MISCELLANEOUS.—Gas shares have found buyers at Tls. 212.50, and Waterworks changed ownerships at Tls. 166. In Sugars sales from Tls. 36.50 up to Tls. 38 have been made public.

THE LOSS OF THE "CHEAN."

STORY OF A SURVIVOR.

A survivor of the Taotai's steamer *Chean*, which was lost in the Shetan Straits, who arrived in the *Pekin*, has furnished us with the details of the disaster, which from our personal knowledge of the narrator may be considered authentic.

The *Chean* left Shanghai at 3 a.m. on the 2nd instant, and proceeded to Chinkiang where about 1,000 soldiers were embarked. The soldiers were to be conveyed to Tainan, in the southern part of Formosa. The crew numbered about sixty, the captain being Tsu Pah-lang, who was formerly a quarter-master of the *Lienshing*. Kong Wun Lo were in charge of the soldiers. The *Chean* returned to Woosung and dropped sixteen carpenters, and then proceeded to Chusan. There the *Chean* stopped to allow for the burial of a soldier. The steamer was there painted black, with a white line. The steamer next proceeded to Chapoo. At midnight, when off Chapoo an alarm of fire was raised, but it was found to be false. This created a commotion among the soldiers. They passed Chusan, and two days later experienced a N.E. wind and a rough sea. At night on the 9th inst., the Captain was on duty till seven o'clock. He then went to bed and the chief mate was placed in charge. The chief mate sat down and went off to sleep, and shortly after the ship struck on a rock. There was a rough sea at the time, but it being a bright night the rock could be seen. The ship slid from the rock. By this time the Captain was on deck, and the soldiers followed. The soldiers became unmanageable and attacked the quartermaster at the wheel, desiring to run the vessel ashore. The quarter-master stuck to the wheel, and he was attacked with knives by the soldiers and his arm was cut considerably. The captain expostulated and his reasoning was successful, and he at length succeeded in beaching the vessel. Two of the ship's boats had been lowered and were sunk by the number of soldiers that entered them. Some of the soldiers ran below and stripped the cabins of the sailors. The stairs between decks were broken, and a few sailors and soldiers thus perished as the stern of the vessel settled in the water. Some fishermen's boats put off and the officers, soldiers, and crew were landed. On landing the soldiers robbed their preservers, the fishermen, and stripped them of their clothing. Our informant with the Captain, and some of the crew, fled inland and hid themselves, and were hospitably treated by the villagers. On the 11th our informant, with the Captain and crew left for Taopang-mung, and next reached Sung-men-chong. The soldiers had also arrived there and were taken charge of by a military officer. The narrator and his party proceeded overland and by boat, and at length reached Ningpo. They were not at all assisted by the different mandarins of the places they passed through. They embarked in the *Pekin* and reached Shanghai on Tuesday, 17th instant. Their expenses to Shanghai from Ningpo were paid by Liang, a compradore on the *Chean*, and the captain of the *Chean* promised to reimburse the money to him on arrival at Shanghai.—*Mercury.*

A ROMANCE OF RORKE'S DRIFT.

We (*Singapore Free Press*) feel pretty sure that our gallant friend Lt.-Col. Chard, R.E., on that eventful night at Rorke's Drift when he and Gonville Bromhead repelled the Zulu onslaught after the disaster at Isandlhwana, had little idea that that heroic night of struggle was to be the dawn of a soldier's romance. *Answers*, in its competition for the most interesting "Romantic Marriage," gives this as one of the examples selected for publication in its issue of Aug. 18th:—

INTRODUCED ON THE BATTLE FIELD.

I was introduced to my wife on the awful field of that fight at Rorke's Drift, when we (a handful) of the gallant 80th Regiment, under that young lion Jack Chard (God bless him as one of the bravest heroes Britain has ever produced!) made a stand against over 3,000 Zulus.

It was in that heroic defence that a chum of mine "bit the dust" while gallantly fighting by my side in one of the six hand to hand tussles when the Zulus rushed our barricade of bags and biscuit tins.

Almost the last words were "Poor Emily!" She was his sweetheart, and he gathered his breath to gasp just a few words, a message of love to her. That message I delivered myself, with a piece of his hair which I had cut off and her photo, which was in his pocket at the time of his death.

I have seen some sorrowful sights in my time and it takes a good deal to bring tears to a soldier's eyes, but I'm not ashamed to say they came to mine when I saw her grief as I told her his last thoughts were of her.

Poor chap! He might well grieve to leave such a girl; I fell in love with her while I was telling her the story, and we have been married now over nine years.

SPORT AND ANECDOTE.

BY AN OLD FOGEY.

THE SMALL PLEASURES OF LIFE.

My dear good readers, let me ask if you have ever read "The Master Builder," by Henrik Ibsen. It seems to me a weird, philosophical play. Its greatest charm to me lies in the naturalness and strength of the dialogue. A passage which now comes into my mind seems particularly appropriate to the subject I have set out to discuss. Poor, melancholy Mrs. Solness, the wife of "The Master Builder," is talking to Hilda Wangel about the fire by which she and her husband lost property and two little boys. The sad mother expressed a desire that Hilda would not refer again to the fate of her sons, although she accepted the loss with resignation and fortitude. She adds, however, "No, it's the small losses in life that cut one to the heart—the loss of all that other people look upon as almost nothing." Hilda wants to know what things are meant, to which Mrs. Solness rejoins, "As I say, only little things. All the old portraits were burnt on the walls. And all the old silk dresses were burnt that had belonged to the family for generations and generations. And all mother's and grandmother's lace—that was burnt too. And only think—the jewels too! (Sadly.) And then all the dolls . . . I had nine lovely dolls." They were the dolls of her childhood; the dolls and Mrs. Solness had gone on living together even after her marriage. The dolls were to her most cherished treasures, for does she not pathetically declare, "I carried them under my heart—like little unborn children." How often have you and I seen this sort of feeling in our friends. Men and women alike, we all have our dolls, things which we carry under our heart, things the loss of which we should regard as a calamity be they ever so small in value. I am persuaded that just as the small losses in life cut one to the heart, so the small pleasures, the trifling delights of existence, causeth greatest amount of real joy. It's the little courtesies of this world that make life worth living. And, pray, do you say what in the world has all this to do with sport and sporting men?

THE LITTLE LOVES OF SPORTSMEN.

I will show you. Sportsmen are ordinary mortals the same as most of us. They have the same weaknesses, the same little loves, the same strengths, the same passions as the rest of the world. There are those who regard sportsmen as very much lower than the angels, and closely akin to the imps of darkness. They look upon sportsmen as brutal, vulgar, low, unrefined, selfish, pleasure-seeking animals, who have small knowledge of the amenities of life, and no sympathy with its minor phases. I can assure you, however, that sportsmen are cut to the heart by small losses, and have their little loves, weaknesses, pet objects and fancies, the same as the best of us. I have known many strong men who go on living with dolls under their heart. Such enjoyment is not confined to one sex. Men, sporting men, suffer badly from dolls. As a matter of fact, sportsmen pay more attention to small things than any other section of the community, and as a body I think they are more superstitious. I never yet met an enthusiastic sport who had not some little "love" concealed in his breast, who bowed down to some fetish, and who would not be eligible as a member of the Thirteen Club. Did you ever know a sportsman who did not believe in luck? Gamblers, who are also sporting men, invariably refer to their being in or out of luck in the course of conversation. I have known men who, having seen a funeral on the way to a racecourse, regarded it as a bad omen, and declined to bet that day. Sportsmen are usually averse to walking under ladders, spilling salt, and cracking mirrors. Some men regard themselves as unlucky over particular races, and as unable to score on certain grounds. I have known teams so impregnated with the idea that they cannot win on a certain enclosure until the spell cannot be broken, and the will to win is practically obliterated. For instance, the Blackburn Rovers have never yet during tens of years beaten the Bolton Wanderers on the latter's own ground at Pike's-lane. And the Rovers never will until they believe it is possible for them to conquer on that playing piece. But this, as the Irishman says, is a "doigreshun," and has not too intimate a bearing on the little loves of sportsmen, except in so far as demonstrating how human even these unfeeling sporting people are.

H. B. DAFT'S "DOLLS."

I was reading the papers the other day—a habit I sometimes have—as Bismarck said when he saved the life of his groom who was drowning; and I saw a letter from Major St. Leger Moore, late of the "Blue" Lancers, in which he said:—"The first match at polo ever played in Great Britain was played on Hounslow Heath in the summer of 1871 between the 9th Lancers and 10th Hussars. We played eight a-side, and with a small bone or ivory ball, which I have now in my possession, and ash sticks." Note the words, "A small bone or ivory ball, which I have now in my possession." Doubtless Major St. Leger Moore cherishes this little love of a ball as dearly as Mrs. Solness did her dolls. For 23 years has he carefully placed it in an honoured position in his household. Surely, we who preserve our best programmes of concerts, cartes of plays, menu cards, ball-room cards, rosettes of offices, &c., &c., can appreciate and understand the feeling—the nursing relics and objects of the past. One evening, some years ago, I was invited out to dine with Mr. Richard Daft, at his residence at Radcliffe-on-Trent. At that time H. B. Daft was unmarried, and shared a bedroom with his elder brother "R. P." under the paternal roof. You should have seen his bedroom. Well nigh from floor to ceiling were the walls covered with pictures and prints of sporting celebrities of all kinds for years past. Some of them were rich and rare, and there was no chance of mistaking the tastes of the occupiers of the room. Many of the illustrations had been pasted on the walls in childhood's happy hours and were now the little loves, the dolls, of smart young sportsmen. Nor is this all. Well do I remember Larry Daft lifting a tall oval glass shade, like that which usually covers statuettes, and showing me his velvet international football caps—which the Association gives each season to those who play against Scotland, Wales, and Ireland. They are rich pieces of headgear, and have the year of playing embroidered on the peak, and distinctive colours for each encounter. I think he had three at that time. I was struck with the loving care displayed in arranging them neatly under a glass case to keep the dirt away from them, and the tender and admiring style in which he spread them out on the digits of his left hand and held the caps up to view. Those caps will be his little loves, his dolls, and maybe will be handed on to his children, for Mr. Harry Butler Daft has given hostages to Fortune.

THE FADS OF FOOTBALLERS.

But football players seem much attached to little loves and weaknesses. How fond they are of loading their watch chains with medals won in cup or other competitions; how often do those who are international players love to decorate their breasts with the English arms, and what little loves and pet weaknesses they contract in reference to their boots. One man will dote on the well-made Scotch boots, and another on English ware. One player abhors studs and likes bars on the soles, while another favours bars and detests studs. Some like heavy and others light foot-gear, and you may depend upon it that any footballer who has studied the game and his own style of play and capabilities has his little loves in regard to all these details. One celebrated international with whom I have had converse had very pronounced notions as to the making of football boots and the best way to preserve them for use. His theories have worked out so well that one pair of boots have been known to last him for a whole season, which is an unusual circumstance with a professional. But this question of boots is one of the little loves of his life, and if he talks to me about football he is certain to mention his pet theory. He has tasted it and not found it wanting.

SOME CRICKET CHATTER.

And cricketers have their little loves. One man likes a bat with the handle all cane, another with a mixture of cork and cane, another with cork, cane, and whalebone, and another with cane and whalebone. One prefers his handle with the plain cork wound round it, another with an india-rubber case over it, and yet another with wash-leather. Each man has his little love, his pet weakness in regard to weight, grain of wood, and treatment of blade. Some like the bare blade, and refuse to use a blade around which waxed twine has been wound the same as on the handle to strengthen or protect some damaged part of a favourite implement. A good bat is a highly prized jewel, and I know some amateurs who have preserved their bats for years. They are very loath to part with a tried and trusted ally. Many a time have I heard a cricketing friend say, "I adore that bat of mine. You know there's lots of runs in it. They only want bringing out." This is a pleasant piece of humour to chaff a fellow with, to bring up in judgment against him when the fortune of war has ended in his "bagging a brace of duck eggs." And the horror of breaking a favourite bat. Oh, willow, willow, waly ho! Only those that are run-getters know the acute sorrow of losing a bat. Some eight years ago, Mr. J. A. Dixon had over-played and over-trained himself at football. He looked very pale and worn, and friends shook their heads about such an excellent man as Johnny Dixon. The present captain of Notts was not the sort of man to pine himself away. He carefully took his favourite bat, one with a lot of runs in it, to a cricket outfitting firm, and asked them to take care of his bat until the next season. Then he packed his trunk, and proceeded on a voyage to Australia. When he returned his little love, his cherished bat, well preserved and well oiled, was waiting for him. It was so full of runs and so was its master, that Mr. J. A. Dixon speedily took that position in first-class cricket which he had long deserved, but had failed to obtain owing to nervousness. His bat was his doll. It was carried under his heart, and doubtless many a time when he saw cricket in Australia his mind returned to the trusted blade confided to skilful hands at home. And then I recollect Mr. K. S. Ranjitsinhji, before he was known to fame as a cricketer of class, writing to Arthur Shrewsbury, not for a lock of his hair, because the great Arthur has not one to spare but for an old bat. Shrewsbury, honoured by such a mark of favour from an Indian prince, presented Ranjitsinhji with the bat with which he compiled his many mammoth scores in 1887 prior to setting out for his long jaunt in the Australian colonies. The young Oriental noble was so pleased with this gift that in return he sent the Nottingham crack a handsome portrait of himself and his autograph attached thereto. Now both Shrewsbury and Ranjitsinhji well prize these pledges of admiration. They will be numbered amongst the little loves, the pet weaknesses, the "dolls" of sportsmen.

MORE CRICKET CURIOS.

Nor is this sort of fetish worship confined to bats. It extends to balls used in historic matches and on momentous occasions. I know that Alfred Shaw has a cricket ball beautifully mounted in silver. It is a little love, and will become a cherished heirloom. Away on the Yorkshire moorland I have no books of reference, but if I trust my memory aright, it is the ball with which Alfred Shaw took the whole ten wickets in a single innings of a first-class match—and that I fancy was a North and South contest at Lords. Of course, the detail is insignificant, but the broad facts are true. Then I recall a famous encounter, either England and Australia, or the celebrated contest between Smokers and Non-Smokers at Melbourne, in which poor sensitive Scotton was batting, and when the last ball was bowled he ran and picked up the leather to keep as a little love, as a curiosity, and he was promptly given out by the umpire for handling the ball. Moreover, what a pleasant habit many of us have of preserving cricket cards. I have many such, and notable amongst them I prize the card of the first match ever played on English soil between a team of the Mother Country and an Australian eleven. The same occurred at Trent Bridge, between Notts and the Cornstalks in 1878, and although the card be dirty, dusty, stained by age, and generally disreputable in appearance, yet

I love it, I love it, though some may say,
It's childish to love a card so grey.

And how dearly do some of our great players love to preserve the cards of matches in which they have distinguished themselves. It's quite a common practice to print a few cards of historical games on satin, and there's many a cricketer's sitting-room hung round with framed cards and photographs of teams. Many amateurs and some professionals are mild cricket-book collectors, and most of our leading players buy "Wisden" for the years in which they are before the public. The walls of the house in which old George Parr lived and died were decorated with cricket pictures, and they were highly valued by the old lion of the North. I remember his pointing out to me a drawing of the All England eleven, which included George Parr, Felix, Alfred Mynn, Wisden, Dorrington, Dean, and others. It was with pride that Parr remarked that this was the work of Felix, who, he added, was a German, an artist, a linguist, and a musician, as well as a cricketer. There is no doubt that Felix was a man of very considerable talent.

TURFS OF TURF.

And even racing men have their little loves. If you go into the premises of the Jockey Club at Newmarket, you will see one of the hoofs of Eclipse made into a snuff-box on the table of the reading-room. It is the commonest thing in the world to see the mounted or preserved hoofs of celebrated horses, and the teeth of equine heroes and heroines are frequently turned into scarf-pins. I knew an owner of racehorses who took the skins of such of his favourites who happended to die, and having had them cured, used them for arm-chairs. On the back of the chair was a brass plate in memory of the horse. Plaitings from the manes and tails of horses are often indulged in, and of course paintings and photographs of horses are much prized. I have in previous letters told you of the many curios and the little loves which the Prince of Wales has gathered together in the saddle-room at Sandringham. There hangs the saddle in which Fred Archer rode Ormonde, and there can be seen all kinds of rare and beautiful turf "dolls." When I went round this room I was struck with the veneration for these things which my guide, a mere stable boy, possessed. They were even little loves of his.

OLLA PODRIDA.

Coursing men are fond of turning the teeth of celebrated greyhounds into scarf pins, and pugilists are prone to preserve the "colours" of the fights in which they engage. But the quaintest little love of a sportsman that I ever tumbled across was that of the great Ben Caunt, who was keeping the Coach and Horses in St. Martin's-lane, I believe at the time of the Crimean War. Ben was willing to liberally reward the soldier who would chop off the head of some Russian lying dead on the battlefield, and having had it embalmed would send it on to him at once. Ben's little morbid love was never satisfied, and his customers were accordingly denied the privilege of gazing upon the fearsome face of a slaughtered Slav. Anglers are probably more taken up with their own little loves than any class of men. Anglers, as a rule, are very faddy. I know a gentle fisherman who delights in hieing him to the unfrequented tarns and streams of certain parts of the South of Scotland. And he invariably fishes with tackle which he himself has made. He plaits his own lines, cuts and carves his own rods, and makes his own flies. And he loves the work of his own hands. Artificial flies are his little loves. He goes to a zoological gardens and a taxidermist, obtains the most beautiful plumage that he can, and then builds his own flies. He makes no pretence of copying Nature, but he catches fish with these creations of his brain. This is what I call a whole-souled sportsman. He has many little loves. Then how a true Scot prizes a fine pair of curling stones. How magnificently are they polished, and how they stand the year round in a prominent position in the house. Just as much does the hardy Yorkshireman value the noble knurr which his own hands have carved. The professional billiardist, and the amateur cueist for that matter, too, love a well-balanced one of about 14 ounces, and the tenderness with which a professional carries his billiard balls about is only equalled by the loving care of a nurse with a pretty baby. I always smile when I see the billiardiste take the balls out of their cases and rub them with a silk handkerchief as if a spec of dirt or dust, causing a deviation of a thousandth part of an inch, would prove fatal to the best laid schemes for a break. A good set of billiard balls, well seasoned and perfectly true, are as the apples of their eye to the great billiard players. Who is there among sportsmen at this season of the year, who has not been carefully overhauling some favourite old gun that he swears by. It is sure to be a 'gun that fits his shoulder to perfection, and kills under such wonderful circumstances that a fabulous price is put upon the weapon. The fox-hunter and the rest of us have our little loves. All sterling sportsmen cherish relics, and most of them have singular attachments to special implements of their different crafts. So much for the little loves, the "dolls" of sportsmen.

A COLONIAL GOVERNOR AND HIS CRITICS.

HIS EXCELLENCY'S BANK BOOK AND GAS BILLS.

There has been a storm in Trinidad. It was at a recent meeting of the Trinidad Council that the affair came to a head. Mr. Bell-Smyth, one of the unofficial members, drew attention to an article that had appeared in the *Port of Spain Gazette* accusing the Governor, Sir F. Napier Broome, of having abused his power of patronage by nominating his son, Mr. Louis Broome, not only to a public appointment, but to a post in which he was educated in surveying at the public expense. The article went on to say that the Governor's action involved rank injustice to qualified officers of the Public Works Department or to local surveyors, whose experience and long services were swept aside in order to enable the Governor's son to get on in the world at the expense of the Colony, which already paid an excessive salary to Sir F. Napier Broome for very questionable services to it.

Sir F. Napier Broome said that the charges of nepotism and favouritism brought against him by the newspaper were wholly untrue. His son entered the public service of the Colony by competitive examination. He competed with the youths of the Colony of every colour and passed high up in the examination. His appointment was given to him in his turn as his right under rules that applied equally to the Governor's son or to anybody's son in the Colony.

The *Port of Spain Gazette* continues the report of Sir F. Napier Broome's long speech as follows:—

I have stood silent in this Colony for years under some of the blackest and some of the basest misstatements in the local Press, and paid no attention to them. Why? Because I knew perfectly well that nobody else paid any attention to them. My entertainments at Government House, my expenditure of my salary have been commented on—not a word that was not a lie. Any member who cared, at this Board, could see my bank books and could see that since I have been here I have not saved one penny of my income; and I do not intend to save it. And there is another matter. I have seen in these vile newspapers a statement that after parties the Governor goes round turning out the gas and turning out the guests. I took no notice of that because the whole thing is such a silly and absurd lie that it is not becoming in any person of any respect to notice it; and if I speak now it is once and for all and because at rare intervals I consider such things should be said. I now give the newspapers of Trinidad full liberty to go on with their lies, calumniations, and misstatements, and I beg any honest man when he sees any statement about me in the newspapers, if it disquiets him at all, to come to me and ask me to tell him what the truth is. I know what the Press is. I owe my position at this table to the Press. I have been connected with the greatest newspaper in the world. I worked for my bread with my pen. But I do thank God that the paper I wrote for was guided by honest principles. It was not based upon calumniation and lying and falsehood, or I never would have been fit for any honest position in public life. The *Times* always performed its duty without fear, favour, malice, or ill-will. Do not think that I wish to claim any exemption from the criticism of the Press. No, I say that the noblest mission of the Press is to criticise. But I say, stop short of deliberate lying, stop short of black and base calumniation, stop short of that or else you will degrade the Press. Why cannot the newspapers be honest like honest men? I say the Press here—and I am sure it is the opinion of every honest man in this community—is not fulfilling the true, noble mission of that great institution; it is not fulfilling it as the great newspaper with which I was connected endeavoured to fulfil it—by not publishing in its columns such vile, calumnious articles as that in

which it is stated that the Governor of the Colony has been guilty of favouritism and nepotism, and has abused his trust for the sake of his son. I say it is a lie, and I say it in my place in Council. —*Westminster Budget.*

BEWARE

of the Party offering imitations of MACNIVEN & CAMERON'S RENOWNED PENS. "They come as a boon and a blessing to men, The Pickwick, the Owl, and the Waverley Pen." Sold by all Stationers. WAVERLEY WORKS, EDINBURGH.

SHANGHAI SHIPPING.

September— ARRIVALS.
19, Cheysang, British str., from Hongkong.
19, Tungchow, British str., from Tientsin.
19, Esang, British str., from Tientsin.
19, Hoihow, British str., from Moji.
19, Cathay, British str., from Nagasaki.
19, Store Nordiske, Dan. str., from a cruise.
19, Polk, Norw. str., from Taku.
20, Lyeemoon, German str., from Hongkong.
20, Bjorg, Norw. str., from Kelung.
21, Lienshing, British str., from Tientsin.
21, Nordenskjold, Norw. str., from Tientsin.
21, Koreyetz, Russian g-bt., from Chemulpo.

September— DEPARTURES.
19, Argyll, British str., for Japan.
19, Pechili, British str., for Chefoo.
19, Peiyang, German str., for Hongkong.
19, Vladimir, Russian str., for Chefoo.
19, Canton, British str., for Swatow.
19, Stanfield, British bark, for Chefoo.
19, Saluto, Norw. bark, for Newchwang.
20, Chungking, British str., for Tientsin.
20, Singan, British str., for Chefoo.
20, Gluckaburg, German str., for Amoy.
20, Glenfarry, British str., for London.
20, Benglos, British str., for Moji.
20, Myrmidon, British str., for London.
20, Vindobona, Austrian str., for Trieste.
20, Haugchow, British str., for Moji.
20, Esang, British str., for Moji.
20, Taksang, British str., for Moji.
20, Energie, British str., for Foochow.
21, El Dorado, British str., for Chefoo.
21, Tungchow, British str., for Chefoo.
21, Fooksang, British str., for Foochow.
21, Airlie, British str., for Kobe.
21, Cathay, British str., for Japan.

COMMERCIAL INTELLIGENCE.

TUESDAY, 25th September.

CLOSING QUOTATIONS.
EXCHANGE.

ON LONDON.—
Telegraphic Transfer 2/2
Bank Bills, on demand 2/2¼
Bank Bills, at 30 days' sight ..... —
Bank Bills, at 4 months' sight 2/2½
Credits, at 4 months' sight 2/2½
Documentary Bills, 4 months' sight 2/2½

ON PARIS.—
Bank Bills, on demand 2.74
Credits, at 4 months' sight 2.80

ON GERMANY.—
On demand 2.21

ON NEW YORK.—
Bank Bills, on demand 53¼
Credits, 60 days' sight 54¼

ON BOMBAY.—
Telegraphic Transfer 195¼
Bank, on demand 196

ON CALCUTTA.—
Telegraphic Transfer 195¼
Bank, on demand 196

ON SHANGHAI.—
Bank, at sight 74¼
Private, 30 days' sight 75¼

ON YOKOHAMA.—
On demand ..... par.

ON MANILA.—
On demand ..... 17 % pm.

ON SINGAPORE.—
On demand ..... ½ % pm.

SOVEREIGNS, Bank's Buying Rate $0
GOLD LEAF, 100 fine, per tael 46.60

JOINT STOCK SHARES.

STOCK.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai	$125	92 p. ct. pm., sales
China, Japan, &c.	£25.0	nom. [& sellers
Do. Founders	£1	£1
Nat. Bank of Ch.		
B. Shares	£8	$22, sellers
Foun. Shares	£1	nom.
Brown & Co., H. G.	$50	$4
Campbell, Moore & Co.	$10	$4, sellers
China Borneo	$55	nom.
China Sugar	$100	$157, sellers
Chinese Loan '86 E.	Tls. 250	11 p. ct. prem.
Dakin, Cruicksh'k & Co	$5	$1
Dairy Farm Co.	$10	$5, sellers
Fenwick & Co., Geo.	$25	$20
Green Island Cement	$50	$54, buyers
H. Brick & Cement	$12.5	$2, sellers
H. & C. Bakery	$50	$16
Hongkong & C. Gas	£10	$123
Hongkong Electric	$8	$4.70, sellers
H. H. L. Tramways	$100	$70
Hongkong Ice	$25	$76
H. & K. Wharf & G.	$50	$87, sellers
Hongkong Rope	$50	$108, sales
H. & W. Dock	$125	78½ p. ct. pm., sales
Hotels—		
Hongkong Hotel	$50	$11, sellers
Shameen	$20	$4
Insurances—		
Canton	$50	$140, buyers
China Fire	$20	$78
China Traders'	$25	$66
Hongkong Fire	$50	$180
North-China	£25	Tls. 175, buyers
Straits Fire	$20	$24, sellers
Straits Marine	$20	$17¼, sellers
Union	$25	$13, buyers
Yangtsze	$60	$75, buyers
Land & Building—		
H. Land Investm't	$50	$51, sellers
Kowloon Land & B.	$30	$10, sellers
Humphreys Estate	$10	$10¼
West Point Buildg	$41	$19, sellers
Luzon Sugar	$100	$48, sellers
Mining—		
New Balmoral Gold	$3	$2, buyers
	$2.50	$1.80, sellers
	$2	$2, nom.
Charbonnages	$101.68	60, nom.
Jelebu	$5	$5.35, sellers
Punjom	$3¼	$6.25
Do. (Preference)	$1	$1.90
Raubs	18s. 10d.	$5.10, sales
Steamship Coys—		
China & Manila	$50	$65, sales
Douglas S. S. Co.	$50	$48, sellers
H., Canton, & M.	$20	$26, sales & sellers
Indo-China S. N.	£10	$42
W'chai Wareh'se Co.	$37½	$40, sellers
Watson & Co., A. S.	$10	$10½, sellers

CHATER & VERNON, Share Brokers.

OPIUM.

	Per Picul.	Allowance
New Malwa	$630	10 Taels to 1 catty
Old Malwa	$650	0 to 1½ „
Older Malwa	$660	0 to 1½ „
Oldest Malwa	$670	0 to 1 „
Patna (New)	$707½	per chest.
Benares (New)	$703½	„ „

EXPORT CARGOES.

Per British bark *Bidston Hill*, sailed on the 13th September:—From Shanghai and Hongkong for New York:—From Shanghai—417 bales sheeps' wool, 332 bales strawbraids, 104 bales rushhats, and 100 bales matting. From Hongkong—35,837 rolls matting, 141 bales rattancore, 65 packages rattanware, 40 bales canes, 30 cases paper, and 12 cases blackwoodware.

Per steamship *Teucer*, sailed on the 13th September:—For London—66,192 lbs. congou, 112,694 lbs. scented caper, 5,544 lbs. scented orange pekoe, 2,625 lbs. sorts, 120 bales waste silk, 275 packages mats, 350 casks preserves, 1,128 cases preserves, 40 cases cigars, 20 cases bristles, 8 cases human hair, 66 bales canes, and 20 packages rattanware. For transit—50 small packages tea.

Per steamship *Gera*, sailed on the 20th September:—For Antwerp—196 half chests tea, 26 bales feathers, 60 rolls matting, 16 boxes chinaware, 5 bales black bamboo, 6 packages merchandise, 8 packages rattan furniture, and 85 bales rattancore. For Trieste—280 half chests tea. For Amsterdam—7 cases chinaware, 5 cases fire crackers, 20 cases palm leaf fans, 10 cases tea sticks, 6 cases lanterns, and 101 casks ginger. For Hamburg—308 packages merchandise and 5 cases hair. For Bremen—162 rolls matting, 94 cases ginger, 1 case silk, 1,700 packages tea, and 18 packages merchandise. For Milan, 50 bales waste silk and 25 bales raw silk. For Aden—2 cases merchandise. For Antwerp, Bremen, and Hamburg—16 bales feathers. For Genoa—25 bales waste silk. For Copenhagen—5 cases curios.

THE WEATHER.

MESSRS. FALCONER & CO.'S REGISTER, SEPT. 25TH.
Barometer 9 A.M. 29.50 Therm. 9 A.M. (Wet bulb) 77
Barometer 1 P.M. 29.57 Therm. 1 P.M. (Wet bulb) 77
Barometer 4 P.M. 29.59 Therm. 4 P.M. (Wet bulb) 77
Thermom. 9 A.M. 78 Therm. Maximum 78
Thermom. 1 P.M. 78 Therm. Minimum (over
Thermom. 4 P.M. 78 night) 78

CHINA COAST METEOROLOGICAL REGISTER.

24TH SEPTEMBER, AT 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain last 24 hours.
Wladivostock	—	—	—	—	—	—	—
Tokio	30.12	—	—	N.	0	—	—
Nagasaki	29.91	78	62	NE	3	o	—
Shanghai	29.86	76	95	SE	3	r	—
Foochow	—	—	—	—	—	—	—
Amoy	29.72	91	60	E	1	o	—
Anping	—	—	—	—	—	—	—
Swatow	—	—	—	—	—	—	—
Canton	29.71	83	87	N	1	o	—
Hongkong	29.67	80	83	NE	2	o	—
Victoria Peak	—	—	—	E	4	—	—
Gap Rock	29.69	—	—	ENE	4	—	—
Macao	29.65	81	67	NW	1	o	—
Hoihow	—	—	—	—	—	—	—
Haiphong	29.67	90	65	—	0	o	—
Bolinao	29.76	77	95	SE	3	o	—
Manila	29.78	81	77	WSW	1	o	—
Cape St. James	29.87	—	—	SW	5	o	—

25TH SEPTEMBER, AT 10 A.M.

STATION.	Barometer	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain last 24 hours.
Wladivostock	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Foochow	—	—	—	—	—	—	—
Amoy	—	—	—	—	—	—	—
Anping	—	—	—	—	—	—	—
Swatow	—	—	—	—	—	—	—
Canton	—	—	—	—	—	—	—
Hongkong	29.37	77	99	E	11	opq	4.27
Victoria Peak	—	—	—	—	—	—	—
Gap Rock	—	—	—	—	—	—	—
Macao	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Haiphong	—	—	—	—	—	—	—
Bolinao	—	—	—	—	—	—	—
Manila	—	—	—	—	—	—	—
Cape St. James	—	—	—	—	—	—	—

On the 24th at 6.10 p.m. Red South Cone hoisted. At 10.20 p.m. Two lanterns hoisted vertically. At 11.10 p.m. Gun fired one round. Typhoon S.S.E. of Hongkong appears to have altered its course and to be now moving in a North-westerly direction. Strong Northeast to Southeast gale expected in Hongkong. On the 25th Black South Cone hoisted before daylight. At 6 a.m. The barometer is falling rapidly and it is probable that the centre of the typhoon will enter the coast at no great distance to the W. of the colony. Typhoon force of wind will probably be experienced from E. to S.E. Gun fired two rounds. At 11.50 a.m. Black Ball hoisted.

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.67	29.47	29.68
Temperature	80	77	7[illegible]
Humidity	83	99	[illegible]
Direction of wind	N.E.	E.	S.S.E.
Force	2	11	7
Weather	o.	opq.	opq.
Rain	—	4.27	—

Highest open air temperature on the 24th 90
Lowest open air temperature on the 24th 76
Telegraphic communication between the Observatory and Hongkong interrupted since 6 a.m.
1—BAROMETER reduced to 32 degrees Fahr. at sea level.
2—TEMPERATURE in the shade in degrees Fahrenheit.
3—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4—DIRECTION OF THE WIND to two points.
5—FORCE OF THE WIND according to Beaufort Scale.
6—STATE OF THE WEATHER: b. blue sky; c. detached clouds; d. drizzling rain; f. fog; g. gloomy; h. hail; l. lightning; o. overcast; p. passing showers; q. squally; r. rain; s. snow; t. thunder; v. visibility; w. dew (wet).

F. G. FIGG,
First Assistant.
Hongkong Observatory, 25th September, 1894.

HONGKONG TIDE-TABLE.

26TH SEPTEMBER, TO 2ND OCTOBER, 1894.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft. in.
W.	26	m 5 6 8 28 a	5 2 2 11	1 33 a	-0 9
Th.	27	m 7 16 8 49 a	5 8 3 3	m 0 43 2 9 a	2 0 -0 8
F.	28	m 8 12 8 55 a	5 8 3 3	m 1 42 2 42 a	-1 8 -0 5
Sat.	29	m 9 4 9 18 a	5 1 4 1	m 2 31 3 9 a	0 7 0 0
S.	30	m 9 53 9 43 a	4 8 4 6	m 3 16 3 38 a	0 2 0 5
M.	1	m 10 40 10 7 a	4 2 4 10	m 4 0 4 1 a	0 5 -0 9
Tu.	2	m 11 29 10 30 a	3 7 5 1	m 4 44 4 24 a	0 4 1 1

The height of mean sea-level has been determined, from the tidal observations of 1887 and 1888, as 5.67 feet above zero of the tide-gauge at the Kowloon Tidal Observatory; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 3.87 feet above zero.

The heights in the Tables marked with a minus sign (—) are below Low-water Ordinary Spring-Tides, and should be subtracted from the constants given above.

FOR SALE.

FOR SALE.

EUGENE CLICQUOT CHAMPAGNE
per case 1 doz. qts. ..... $22.
per case 2 „ pts. ..... $23.
E. RICCO & CIE.
Sole Agents.
Hongkong, 12th April, 1893. [2678

FOR SALE.

PILSENER LAGER BEER,
EXCELSIOR BRAND,
Light and Refreshing,
Cases of 4 doz. qts. or 6 doz. pints. $9.50.
LAUTS, WEGENER & Co.
Hongkong, 2nd August, 1894. [1451

FOR SALE.

CHAMPAGNE "MONOPOLE."
HEIDSIECK & Co., REIMS.
PURVEYORS TO THE IMPERIAL & ROYAL COURT AT BERLIN & TO THE IMPERIAL COURT OF RUSSIA.
MONOPOLE RED SEAL (medium dry).
Do. "sec" RED FOIL } (dry).
Do. GOLD FOIL }
DRY Do. do. (extra dry).
CARLOWITZ & Co.,
Sole Agents
For Hongkong, China, and Japan.
Hongkong, 1st July, 1885. [1287

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE 1889, WHITE SEAL
$32 ..... per case of 1 dozen quarts.
$33 ..... per case of 2 dozen pints.
PAUL DUBOIS & Co.'s CLARET, CHATEAU LAROSE;
$20.50 ..... per case of 1 dozen quarts.
ED. KRESSMANN'S
RED AND WHITE
BORDEAUX WINES.
C. G. HIBBERT & Co.'s
BOTTLED ALE & STOUT
MAINZER BEER,
in Quarts and Pints.
SIEMSSEN & Co.
Hongkong, 1st August, 1894. [127

FOR SALE.

A COMPLETE PLANT OF SODA and MINERAL WATER MACHINERY Capable of producing 250 dozen per day, by HERMAN LACHAPELLE of Paris.

One NEW EVAPORATOR Suitable for about 800 H. Power.

Three Shand, Mason & Co., London. BRIGADE MANUAL FIRE ENGINES for 20 Men, complete and in good working order, supposed to pump 100 gallons per minute. SUGAR MILLS various Sizes. Two 42" Centrifugal Sugar Curing MACHINES with 1 Double Driving Engine. One 6 H.P. N. Portable BOILER and ENGINE with enlarged fire back for burning Wood or Coal, Horizontal and Vertical DRIVING ENGINES, and BOILERS various sizes up to 30 H.P. N. Launch's ENGINE and BOILERS, Brake. Loose Bed, and Screw Cutting LATHES, various sizes, Planing, Shaping, Slotting Radial Drilling, Drilling, Punching, and Shearing, and Plate Bending MACHINES, various sizes Steam HAMMERS, Screw Cutting MACHINES, Punching BEARS, TAPS and DIES, FORGES, ANVILS; EMERY TOOL GRINDERS, STEAM WINDLASSES and CAPSTANS. Steam Steering GEAR. STEAM WINCHES. Steam PUMPS, Steam Donkey PUMPS, Deck and other kinds of Force PUMPS, Overhead TRAVELLERS, Crab WINCHES, Weston Patent BLOCKS and CHAINS, HYDRAULIC JACKS; Hand Power DRIVING WHEELS, Shaftings, Brackets, Pulleys and Fly Wheels, Fresh Water CONDENSERS. Hand Power Steel FLOUR MILLS, and the complete plant of Powerful Laundry MACHINERY that formerly belonged to the Hongkong Steam Laundry Co. A FIVE BARRELLED NORDENFELT MACHINE GUN, 450 Calibre, with Stand, Shield, Hoppers, and Fittings all complete and in perfect order. The Frame and Breech are handsomely Nickel-plated.

For particulars apply to the Manager of the Wanchai Machinery Godowns, No. 3, Cross Lane near No. 2 Police Station. Any Machines not on hand can be ordered at once from England on moderate terms.
Hongkong, 13th July, 1894. [1243

TO LET.

TO LET.

DWELLING HOUSES No. 6, UPPER MOSQUE TERRACE, Nos. 25 and 27, MOSQUE STREET. Gas and Water laid on.
Apply at 4, UPPER MOSQUE TERRACE.
Hongkong, 4th September, 1894. [1649

TO LET.

NOS. 7, and 9, SEYMOUR TERRACE.
OFFICES in VICTORIA BUILDINGS.
OFFICES and ROOMS at CONNAUGHT HOUSE.
GODOWNS in WANCHAI, at the Back of McGREGOR'S BARRACKS.
No. 3 CAMERON VILLAS, PEAK.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 14th September, 1894. [141

TO LET.

DWELLING HOUSES—
"HIGHCLERE," at MAGAZINE GAP.
No. 1, RIPON TERRACE.
No. 8, OLD BAILEY.
No. 9, CHANCERY LANE.
FLOORS in BLUE BUILDINGS.
FLOORS in ELGIN STREET, PEEL STREET, and STAUNTON STREET.
FLOORS in No. 5, SHELLEY STREET.
OFFICES—
PRAYA CENTRAL, over Messrs. Douglas Lapraik & Co.'s
GODOWNS—
BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 20th September, 1894. [1644

TO LET.

A 5-ROOMED HOUSE at the PEAK.
Apply to
X,
Daily Press.
Hongkong, 3rd September, 1894. [1643

TO LET.

FURNISHED OR UNFURNISHED.
A HOUSE at MAGAZINE GAP.
From the First July,
Apply to
CHANTREY INCHBALD,
Hongkong, 25th June, 1894. [1242

TO BE LET.

3-ROOMED FLAT, WANCHAI.

GODOWN, WANCHAI.

Apply to
HUMPHREYS ESTATE AND FINANCE CO., LD.
Hongkong, 14th September, 1894. [1285

TO LET.

THE whole Suite of OFFICES on the 1st Floor and GODOWN attached of the Ice Company's Premises at Ice House Lane.
Apply to the
MANAGER.
Hongkong, 5th July, 1894. [1281

TO LET.

NO. 2, MOUNTAIN VIEW, the Peak, A FIVE-ROOMED HOUSE.
Apply to
Y.,
Care of this Paper.
Hongkong, 10th September, 1894. [1672

TO LET.

COMMODIOUS GODOWN on PRAYA EAST.
Apply to
SIEMSSEN & CO.
Hongkong, 5th April, 1893. [39

TO LET,
FROM 1ST OCTOBER.

"GREENMOUNT," CAINE ROAD, 8 Rooms.
For Particulars, apply to
Messrs. GILMAN & Co.
Hongkong, 19th September, 1894. [1725

TO LET.

PEDDER'S STREET, No. 2, next to the POST OFFICE.
The PREMISES at QUEEN'S ROAD CENTRAL, No. 72.
No. 6, WEST TERRACE.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 25th August, 1894. [605

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

NOTICE. NOTICE.

54 AWARDS
ON
SEWING MACHINES,
SEWING MACHINE CABINETS,
ART EMBROIDERY,
TAPESTRY MACHINE WORK.
Exhibited by the
SINGER MANUFACTURING CO.,
NEW YORK CITY.
Just landed an invoice of SHOE, LEATHER and TAILORING MACHINES FINE MACHINE OIL, NEEDLES of assorted Sizes and SHUTTLES.
To be sold Wholesale, Retail, and on Instalment Plan. Apply to
H. E. BOTTLEWALLA & Co.,
Sole Agents,
2, D'Aguilar Street.
Hongkong, 5th February, 1894. [47

"KEATING'S LOZENGES."
KEATING'S LOZENGES."

"A SIMPLE FACT ABOUT" KEATING'S COUGH LOZENGES. Ask throughout the world, in any country that can be named, you will find them largely sold. There is absolutely no remedy that is so speedy in giving relief, so certain to cure, and yet the most delicate can take them.

"A TERRIBLE COUGH."
"A TERRIBLE COUGH."

"91, Commercial Road, Peckham, July 12.
"Dear Sir,—I am a poor hand at expressing my feelings, but I should like to thank you. Your lozenges have done wonders in relieving my terrible cough. Since I had the operation of 'Tracheotomy' (the same as the late Emperor of Germany, and unlike him, thank God, I am still alive) performed at St. Bartholomew's Hospital, no one could possibly have had a more violent cough; it was so bad at times that it quite exhausted me. The mucus, which was very copious and hard, has been softened, and I have been able to get rid of it without difficulty.—I am, sir, yours truly, J. HILL."

UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.

The above speaks for itself. From strict inquiry it appears that the benefit from using Keating's Cough Lozenges is understated. The operation was a specially severe one, and was performed by the specialist, Dr. H. T. Butlin, of St. Bartholomew's Hospital. Since the operation the only means of relief is the use of these Lozenges. So successful are they that one affords immediate benefit, although from the nature of the case the throat irritation is intense.

WEIGHT IN GOLD.
WEIGHT IN GOLD.

Under date Sept. 8th, 1891, Mr. Hill again writes: "I should long since have been dead, but for your Lozenges—*they are worth their weight in gold.* I will gladly see and tell anyone what a splendid cough remedy they are."

Keating's Cough Lozenges, the unrivalled remedy for COUGHS, HOARSENESS, and THROAT TROUBLES, are sold in Bottles by all Chemists. [145

YEE HANG 義生行 Co.
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address—Care of Messrs. KWONG SANG & Co.
No. 68 PRAYA. [681

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND $4,500,000
RESERVE LIABILITY OF PROPRIETORS, $10,000,000

COURT OF DIRECTORS:—
C. J. HOLLIDAY, Esq.—Chairman.
J. S. MOSES, Esq.—Deputy Chairman.
R. M. Gray, Esq. | J. Kramer, Esq.
H. Hoppius, Esq. | Hon. A. McConachie.
H. H. Joseph, Esq. | S. C. Michaelsen, Esq.
Hon. J. J. Keswick. | D. R. Sassoon, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 20th August, 1894. [11

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000
CAPITAL PAID UP 251,093.15.0

BANKERS:
CAPITAL AND COUNTIES BANK, LIMITED.

HEAD OFFICE:
No. 3, PRINCE'S STREET, LONDON.

BRANCHES:
BOMBAY, CALCUTTA, HONGKONG, and SHANGHAI.

AGENCIES:
PENANG, SINGAPORE, and YOKOHAMA.

RATES OF INTEREST
allowed on Current Accounts and Fixed Deposits can be ascertained on application.
Every description of Banking and Exchange business transacted.
CHANTREY INCHBALD,
Manager.
Hongkong, 6th November, 1893. [1471

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID UP £562,500

BANKERS.
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.
ON FIXED DEPOSITS:—
For 12 months 5%
„ 6 „ 4%
„ 3 „ 3%
JOHN THURBURN,
Manager, Hongkong.
Hongkong, 26th June, 1893. [14

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 15th May, 1893. [12

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £275,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.
On Fixed Deposits for 12 months 5%
„ „ „ 6 „ 4%
„ „ „ 3 „ 3%
A. C. MARSHALL,
Manager, Hongkong.
Hongkong, 18th May, 1894. [967

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL ..... £1,000,000.
SUBSCRIBED ..... £500,000.

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS.
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stoltersoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.

BRANCHES:
LONDON, YOKOHAMA, SHANGHAI, AND AMOY.

BANKERS.
THE COMMERCIAL BANK OF SCOTLAND.
PARR'S BANKING CO. AND THE ALLIANCE BANK (LIMITED).

Interest for 12 Months Fixed 5%
Hongkong, 17th November, 1893. [13

THE LATEST INVENTION.

SKULL'S PATENT OKONITE TRUSSES for Hernia (Rupture) are in all respects the most perfect and unique instruments ever offered to the public as mechanical supports and remedial appliances for any form of rupture or internal prolapse. These trusses are of the best possible manufacture; they are self-adjusting, light, and comfortable. The external surface being completely covered with a non-absorbent material (Okonite) renders them absolutely impervious to moisture, perspiration, and the acid excretions of the skin, cannot rust or get out of order, cause no cutaneous irritation, will hold securely any size protusion without pain or undue pressure, has neither understraps, levers, nor cumbrous fastenings, may be washed when necessary with impunity, and can therefore be worn any length of time in any climate without becoming offensive, as is the case with those constructed of leather, elastic, and other objectionable materials of a porous character.

THE LANCET.—"Skull's Okonite Trusses are the most effective we have ever noticed."

BRITISH MEDICAL JOURNAL.—"They are scientifically constructed, and give perfect support in all cases."

MEDICAL PRESS AND CIRCULAR.—"Will no doubt come into general use."

ILLUSTRATED MEDICAL NEWS.—"We can with every confidence recommend them to all sufferers from Hernia (Rupture) and Prolapsus."

Awards:—Gold Medal, Paris (1889). Gold Medal, "World's Fair," Chicago (1893).

	Common Quality.	Medium Quality.	Best Quality.	
PRICES:—	25/6	35/6	45/6	each single
„	51/—	71/—	91/—	„ double

Measurements required.—The entire circumference round the body two inches below the top of the hips. State if the rupture is on the right, left, or both sides of the body, or at the navel, and about the size of the protusion.

Address:
THEODORE SKULL,
Surgical Instrument Maker,
91, SHAFTESBURY AVENUE, LONDON, W., ENGLAND.
(Established 1863.)
Manufacturer of all kinds of Surgical Instruments, Trusses, Belts, Obstetric Binders, Elastic Stockings, Knee-Caps, Anklets, Suspensory Bandages, Enemas, Syringes, Pessaries, Rubber Goods, &c. Full particulars mailed free. [1106

THE HONGKONG WEEKLY PRESS.

RATES OF SUBSCRIPTION.

FROM 1st JULY the Rates of Subscription to the *Hongkong Weekly Press* will be as under.

	Advance Price	Credit Price.
Yearly	$12.00	$13.50
Half Yearly	7.00	8.00
Quarterly	4.00	4.50

Postage $1 per Annum Additional.
Hongkong, 6th June, 1894. [1134

NOTICES TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA."
FROM TACOMA, VICTORIA, YOKOHAMA, AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 20th September, 1894. [9

STEAMSHIP "OCEANIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex S.S. *Tigre* and *Nerthe*, and from Bordeaux ex S.S. *President Leroy Lallier*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY (FRIDAY), the 21st inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURSDAY, the 27th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before THURSDAY, the 27th inst., or they will not be recognised.

All Damaged Packages will be examined on THURSDAY, the 27th inst., at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 21st September, 1894. [2

TO CONSIGNEES OF OPTIONAL CARGO EX O. S. S. CO.'S S.S. "AJAX."
FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 27th inst., for shipment per steamer "ACHILLES."
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd September, 1894. [1721

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship
"OCEANA,"
Captain F. Behrens, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on the 28th inst., at 3 P.M.

No Fire Insurance has been effected.
SIEMSSEN & Co.,
Agents.
Hongkong, 21st September, 1894. [1741

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SIAM,"
FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—
From London, &c., ex ss *Thames* and *Valetta.*
From Australia, ex ss *Oroya.*
From Calcutta ex s.s. *Pekin.*
From Persian Gulf, ex ss. *Simla.*

Optional goods will be landed here unless instructions are given to the contrary before 9 A.M on the 24th inst.

Goods not cleared by the 30th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 29th inst. and at 10 A.M. on the 1st prox., after which no Claims will be recognised.
H. H. JOSEPH,
Superintendent.
Hongkong, 24th September, 1894. [1

FOR SALE.

JAPAN HAND MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c.

PRICE VERY MODERATE.

Orders to be respectfully received by the Undersigned.
MITSUI BUSSAN KAISHA,
6, QUEEN'S ROAD CENTRAL.
Hongkong, 1st January, 1894. [2329

NOW READY: PRICE $2.00.

CALLED OUT
OR
THE CHUNG WANG'S DAUGHTER.
AN ANGLO-CHINESE ROMANCE.
BY
CHAS. J. H. HALCOMBE,
AUTHOR OF
"TALES FROM FAR CATHAY," ETC.

THE HONGKONG DAILY PRESS OFFICE.
Messrs. KELLY & WALSH.
Mr. W. W. BREWER.
Hongkong, 2nd June, 1894. [1119

FIFTY YEARS OF PROGRESS.

THE JUBILEE of HONGKONG
AS A
BRITISH CROWN COLONY,
BEING AN
HISTORICAL SKETCH,
TO WHICH IS ADDED AN ACCOUNT OF
THE CELEBRATIONS
OF
21ST TO 24TH JANUARY, 1891
AND A
DESCRIPTION OF THE INDUSTRIES OF THE COLONY.
Royal 8vo, 48 pages.
Price 50 Cents, Cash.
The Booksellers or *Daily Press* Office.
Hongkong, 27th January, 1891. [276

NOW READY,

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS* JULY to DECEMBER, 1893. With INDEX. Price $6.50.
Hongkong Daily Press Office.
Hongkong, 29th January 1894. [1698

NOW READY.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, STRAITS, &c., &c.
FOR
1894,
With which is incorporated
THE CHINA DIRECTORY.

This is the
THIRTY-SECOND ANNUAL ISSUE,
and will be found, as usual, to show an advance on preceding years both in fulness and accuracy of information.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Penang to Vladivostock, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, some of which will serve as accurate GUIDES for the Tourist, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information afforded in these Descriptions alone would suffice to fill an ordinary volume, consisting of over EIGHTY highly interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port.

The work contains Directories and Descriptions of

CHINA
Peking, Kiukiang, Tsinanfu
Newchwang, Hankow, Takow
Port Arthur, Wuchang, Swatow
Tientsin, Ichang, Canton
Taku, Chungking, Whampoa
Chefoo, Ningpo, Kowloon
Wei Hai Wei, Wenchow, Lappa
Shanghai, Foochow, Hoihow
Chinkiang, Amoy, Pakhoi
Nanking, Tamsui, Lungchow
Wuhu, Keelung, Mongtsze

EASTERN SIBERIA
Vladivostock, Nicolajewsk

JAPAN
Governmental, Hyogo, Nagasaki
Tokyo, Kobe, Hakodate
Yokohama, Osaka, Niigata

COREA
Seoul, Yuensan
Chemulpo, Fusan

HONGKONG AND ITS DEPENDENCIES
MACAO

FRENCH INDO-CHINA
Tonkin, Hué
Hanoi, Provinces of Annam
Haiphong, Saigon
Provinces of Tonkin, Cambodge

PHILIPPINES
Manila, Iloilo, Cebu

BORNEO
Sarawak, Labuan, British N. Borneo

BANGKOK

STRAITS SETTLEMENTS
Singapore, Malacca
Penang, Prov. Wellesley

MALAY STATES
Johore, Negri Sambilan
Pahang, Selangor
Sungei Ujong, Perak
Jelebu, &c., &c.

NAVAL SQUADRONS
British, German, Russian
French, Japanese, United States

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement now greatly facilitates Reference.

The ALPHABETICAL LIST of RESIDENTS contains the names of over 16,000 FOREIGNERS, carefully arranged, with the Initials as well as the Surnames in strictly Alphabetical Order, so that any name can be found instantly.

MAPS AND PLANS.

These have been engraved by one of the most eminent Firms in Great Britain and are corrected and brought up to date. They consist this year of

A COLOURED PLATE OF THE HOUSE FLAGS OF FOREIGN MERCANTILE HONGS.
PLAN OF YOKOHAMA
NEW PLAN OF KOBE AND HYOGO
PLAN OF FOREIGN CONCESSION, SHANGHAI
PLAN OF HONGKEW (SHANGHAI) FROM THE NEW SURVEY
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF PEAK DISTRICT, VICTORIA
NEW PLAN OF HANOI
NEW PLAN OF SAIGON
PLAN OF MANILA
NEW AND ENLARGED PLAN OF SINGAPORE
PLAN OF GEORGE TOWN, PENANG
MAP OF THE FAR EAST

The CHRONICLE covers the notable events of the last half century in the Far East, together with the Texts of all the most important Treaties concluded with the Countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Consular and Court Fees, Postal Guide, Chinese Festivals and Observances, Tables of Money Weights and Measures, and other Commercial Information, amongst which are:—

TREATIES WITH CHINA
Great Britain:—Nanking, 1842, Tientsin, 1858, Convention 1860, Chefoo, with Additional Article, Opium Convention, 1886, Chungking Convention, 1890.
France:—Tientsin, 1858, Convention, 1860, Tientsin, 1885, Conventions, 1886 and 1887.
United States:—Tientsin, 1858, Additional, 1868; Peking, 1880.
Germany:—Tientsin, 1861; Peking, 1880.
Portugal, Russia, Japan, Brazil, and Peru.

TREATIES WITH JAPAN
Great Britain, 1858, Trade Convention, 1866, United States Extradition Treaty, 1886, Mexico, 1889.

TREATIES WITH COREA
Japan, 1876, Japan Supplementary, United States, 1882, Great Britain, 1883.

TREATIES WITH SIAM
Including the New Treaty with France.

CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.

LEGAL DOCUMENTS
Orders in Council for Government of H.B.M. Subjects in China and Japan, 1865, 1877, 1878, 1881, 1884, 1884, 1886, 1886. Rules of H.B.M. Supreme and other Courts in China, Japan, &c.; Table of Fees; Table of Consular Fees; Code of Civil Procedure, Hongkong, with Amendment; New Table of Hongkong Court Fees; Admiralty Rules; Foreign Jurisdiction Act; Regulations for the Consular Courts of United States in China; Rules of Court of Consuls at Shanghai; Chinese Passenger Act; Hongkong Licences, Trade Marks, and Letters Patent Fees; Port Regulations, &c., &c.

The CHRONICLE and DIRECTORY, although printed in smaller type than formerly and condensed in every possible manner, contains every year more pages.

It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although enlarged and improved in every way the price remains the same, notwithstanding the fall in exchange.

The size is Royal Octavo—Complete, with Maps and Plans, pp. 1154, $5. Directory only pp. 802, $3.

It is published at the
Office of the *Hongkong Daily Press*,
and can be had from, and Advertisements sent through

LONDON ..... Mr. F. Algar, 11, Clement's Lane
LONDON ..... Messrs. John Haddon & Co., Bouverie House, Salisbury Sq.
LONDON ..... Messrs. Street & Co., 30, Cornhill
PARIS ..... Messrs. G. E. Puel de Lobel & Co., 53, Rue Lafayette
GERMANY ..... Messrs. Mahlau & Waldschmidt, Frankfort o/M.
NEW YORK ..... Mr. T. B. Browne, 353-5, Canal St.
SAN FRAN'CO. .... Mr. L. P. Fisher, 21, Merchants' Exchange
SYDNEY ..... Messrs. Gordon & Gotch
MELBOURNE ..... Messrs. Gordon & Gotch
BRISBANE ..... Messrs. Gordon & Gotch
CALCUTTA ..... Messrs. W. Newman & Co.
COLOMBO ..... Messrs. A. M. & J. Ferguson
PENANG ..... Messrs. Maynard & Co.
SINGAPORE ..... Messrs. Kelly & Walsh
BANGKOK ..... Messrs. Ramsay & Co.
SAIGON ..... Messrs. Kloss & Co.
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MANILA ..... Mr. José de Loyzaga
MACAO ..... Mr. A. A. da Cruz
AMOY ..... Mr. J. G. Götz
FOOCHOW ..... Mr. H. W. Churchill
SHANGHAI ..... Messrs. Kelly & Walsh
SHANGHAI ..... Hall & Holtz, Limited
TIENTSIN ..... Messrs. H. Blow & Co.
PEKING ..... Mr. P. Kierulff.
NAGASAKI ..... Messrs. R. H. Powers & Co.
KOBE-OSAKA ..... "Hyogo News" Company, Ld.
YOKOHAMA ..... Messrs. Kelly & Walsh
Daily Press Office, January, 1894.

VESSELS EXPECTED.

THE GERMAN MAIL.
The N.-D. L. steamer *Darmstadt*, with the German mail of the 27th August, left Singapore on Friday, the 21st inst., at 1 p.m., and may expected here on or about Wednesday, the 26th inst.

THE INDIAN MAIL.
The steamer *Lightning*, from Calcutta, left Singapore for this port on the afternoon of the 18th inst.

THE AMERICAN MAIL.
The O. & O. steamer *Belgic*, with the American mail, left San Francisco for this port via Yokohama and Nagasaki, on the 5th inst.
The P. M. steamer *Peru*, with the American mail, left San Francisco for this port via Yokohama and Nagasaki, on the 15th inst.

THE CANADIAN MAIL.
The C. P. steamer *Empress of China* left Vancouver for Hongkong on the 18th inst.

MERCHANT STEAMERS.
The China Mutual steamer *Pakling*, from Glasgow and Liverpool, left Singapore for this port on the afternoon of the 20th inst., and may be expected here on or about the 26th inst.
The O. S. S. Co.'s steamer *Achilles* left Singapore on the morning of the 21st inst., and may be expected here on Thursday, the 27th inst.
The N. G. I. steamer *Bisagno*, left Singapore on the 21st inst., and may be expected here on or about the 28th inst.
The O. S. S. Co.'s steamer *Palamed* left Singapore on the morning of the 25th inst., and may be expected here on Monday, the 1st October.
The P. & O. steamer *Malacca* left Singapore for this port on the 23rd inst., at 6 a.m.
The N. P. steamer *Sikh* left Tacoma on Sunday, the 16th inst., for this port via Japan ports.

POST-OFFICE NOTICES.

PEAK DELIVERY closes at Post Office at 11.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m.

The Postal Guide for 1894, revised to date will be found in the *Chronicle and Directory*, p. xxi. This is the only authorised complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below.

A MAIL WILL CLOSE:
For Hoihow and Haiphong.—Per *Ask*, to-day, the 26th inst., at 7.0 A.M.
For Bangkok, Bremen, and Hamburg.—Per *Spondilus*, to-day, the 26th inst., at 11.30 A.M.
For Straits, Colombo, and Bombay.—Per *Azamor*, to-day, the 26th inst., at 11.30 A.M.
For Amoy and Manila.—Per *Esmeralda*, to-day, the 26th inst., at 4.30 P.M.
For Newchwang.—Per *Chusan*, to-day, the 26th inst., at 5.00 P.M.
For Singapore and Bangkok.—Per *Chowfa*, to-morrow, the 27th inst., at 10.30 A.M.
For Straits and London.—Per *Myrmidon*, to-morrow, the 27th inst., at 10.30 A.M.
For Shanghai.—Per *Peiyang*, to-morrow, the 27th inst., at 3.30 P.M.
For Saigon.—Per *Donar*, to-morrow, the 27th inst., at 4.30 P.M.
For Singapore.—Per *Bellona*, on Friday, the 28th inst., at 11.30 A.M.
For Kobe.—Per *Taiyuan*, on Friday, the 28th inst., at 11.30 A.M.
For Nagasaki, Kobe, and Yokohama.—Per *Ancona*, on Friday, the 28th inst., at 11.30 A.M.
For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Changsha*, on Saturday, the 6th October, at 2.30 P.M.

MAILS BY THE BRITISH PACKET.
The British Contract Packet *Ravenna* will be despatched on THURSDAY, the 27th Sept., with Mails for the United Kingdom, Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta and Gibraltar.
The usual hours will be observed in closing the mails, &c.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.
When the Packets leave at Noon.
The following hours will be observed in closing the mails for Europe, &c., by the English and French Packets, when they leave at NOON. The Money Order Office will be closed at 5 P.M. the day before.
8.00 A.M.—Posting of Prices Current and Circulars ceases.
(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles country by country, with the addresses all one way.)
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of newspapers, books, and patterns ceases.
11.00 A.M.—Mail closes.
LATE LETTERS may be posted (from 11.10 A.M.) with 10 cents late fee up to 11.30 A.M., after which hour they may be sent on board with the same late fee.

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet *China* will be despatched on TUESDAY, the 2nd Oct., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
NOON, Registry ceases.
12.30 P.M.; Post Office closes.

MAILS BY THE FRENCH PACKET.
The French Contract Packet *Natal* will be despatched on WEDNESDAY, the 3rd Oct., with Mails for the United Kingdom, Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.
The Canadian Mail Packet *Empress of Japan* will be despatched on WEDNESDAY, the 3rd October, with Mails for Shanghai, Japan, Victoria, and Vancouver, Canada, &c., which will be closed as follows:—
11.00 A.M. Registry ceases.
11.30 A.M. Post Office closes, but correspondence may be posted on board the Packet with the Late Fee of 10 cents extra postage until time of departure.

JUST PUBLISHED.

A TABLE OF THE
RATES OF EXCHANGE at Hongkong for Demand Drafts on London on the days of or preceding the departure of the English Mails from January, 1873, to September, 1893.
Price $1.
Hongkong Daily Press Office.
Hongkong, 4th October, 1893. [213

NEW ISSUE—NOW READY.

THE
CEYLON HAND-BOOK AND DIRECTORY.

THIS Volume, which forms a valuable Repertory of Information regarding Ceylon and a General Handbook thereto, is widely circulated not only in the Island but throughout the British Empire.

It includes a complete list of all the Coffee, Coconut, Cinnamon, Tea, Sugar, and Cinchona plantations in the Island, with full particulars, also Directories of all sections of the community, a valuable body of Statistics, and much useful General Information. It is indispensable to all intelligent residents, or parties interested in the Colony.

PRICE OF THE VOLUME: $6.—Orders may be sent to "Daily Press" Office, Hongkong.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
BENVENUE, Brit. str., Thomson—Gibb, Livingston & Co.
CALEB CURTIS, Amr. sch., Brock—Order.
GEO. S. HOMER, Amr. ship, C. Heman—Shewan & Co.
LILLIAN L. ROBBINS, Brit. ship, Robbins—Order.
SUSQUEHANNA, Amr. ship, Sewill—Reuter Brockelmann & Co.

VESSELS ON THE BERTH

"SHELL" LINE OF STEAMERS.

FOR BREMEN AND HAMBURG — VIA BANGKOK.

THE Company's Steamship

"SPONDILUS,"

Captain N. Hocken, will be despatched as above TO-DAY, the 26th instant, at NOON.

For Freight, apply to
ARNHOLD, KARBERG & Co., Agents.

Hongkong, 24th September, 1894. [1756

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain Taylor, will be despatched for the above port TO-DAY, the 26th inst., at 5 P.M. instead of as previously advertised.

This steamer has superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN & Co., General Managers.

Hongkong, 25th September, 1894. [1764

FOR SINGAPORE, HAVRE, AND HAMBURG.
(Calling at NAPLES for landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship

"BELLONA,"

Captain F. Jäger, will be despatched for the above Ports on FRIDAY, the 28th inst., at Noon.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSSEN & Co., Agents.

Hongkong, 20th September, 1894. [1730

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TACOMA	Wednesday...	Sept. 26.
SIKH	Tuesday	Oct. 16.
VICTORIA	Tuesday	Nov. 6.
TACOMA	Tuesday	Dec. 11.
SIKH	Tuesday	Jan 1.

THE Steamship

"TACOMA,"

Captain Victor Perkes, sailing at NOON, TO-DAY, the 26th September, 1894, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight apply to
DODWELL, CARLILL & Co., Agents.

Hongkong, 26th September, 1894. [8

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

BELGIC (via Nagasaki, Kobe, Inland Sea, and Yokohama)	WEDNESDAY ...Oct. 10, 1894, at 1 P.M.
OCEANIC (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY ...Oct. 30, 1894, at 1 P.M.
GAELIC (via Nagasaki, Kobe, Inland Sea, and Yokohama)	TUESDAY ...Nov. 20, 1894, at 1 P.M.

THE Steamship "BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on WEDNESDAY, the 10th OCTOBER, at 1 P.M., Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong 12th September, 1894.

FOR NEW YORK.

THE 3/3 L.I.I. American ship

"WILLIAM J. ROTCH."

Bray, Master, shortly expected will load here for the above Port and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 17th September, 1894. [1709

FOR NEW YORK.

THE 100 A1 British Ship

"LILLIAN L. ROBBINS,"

Robbins, Master, will load here for the above port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 30th August, 1894. [1613

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MYRMIDON,"

Captain Brown, will be despatched as above TO MORROW, the 27th inst. at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th September, 1894. [1464

FOR SHANGHAI.

THE Steamship

"PEIYANG."

Captain R. Kohler, will be despatched for the above port TO-MORROW, the 27th inst., at 4 P.M.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, 25th September, 1894. [1763

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on FRIDAY, the 28th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st September, 1894. [1736

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA PORTS OF CALL.

THE Company's Steamship

"OANFA"

J. Davis, Commander, will be despatched as above on or about the 29th inst.

For Freight, apply to
ARNHOLD, KARBERG & Co., Agents.

Hongkong, 22nd September, 1894. [1744

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

J. E. Williams, Commander, will be despatched as above on SATURDAY, 6th proximo, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th September, 1894. [1765

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"RAVENNA."

Captain F. Cole, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 27th SEPTEMBER, at NOON, taking Passengers and Cargo for the above Ports. This steamer connects at BOMBAY with the S.S. "ORIENTAL," which vessel takes on her cargo for LONDON via SUEZ CANAL, leaving that port on the 20th OCTOBER, 1894.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. H. JOSEPH, Superintendent.

Hongkong, 14th September, 1894. [11

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Nagasaki, Kobe, Inland Sea, and Yokohama)	TUESDAY, October 2, at 1 P.M.
PERU (via Nagasaki, Kobe, Inland Sea, and Yokohama)	SATURDAY, Oct. 20, at 1 P.M.
CITY OF RIO DE JANEIRO (via Nagasaki, Kobe, Inland Sea, and Yokohama)	WEDNESDAY, Nov. 7, at 1 P.M.

THE U. S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on TUESDAY, the 2nd OCTOBER, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $10.00 Gold in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, 20th September, 1894. [6

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON &c. VIA BOMBAY	Ravenna	Brit. str.	Cole	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON VIA SUEZ CANAL	Myrmidon	Brit. str.	Brown	Butterfield & Swire	To-morrow, at Noon.
LONDON VIA SUEZ CANAL	Glengarry	Brit. str.	Fergusson	Jardine, Matheson & Co.	On or about 28th inst.
LONDON VIA PORTS OF CALL	Oanfa	Brit. str.	Davis	Arnhold, Karberg & Co.	On or about 29th inst.
HAVRE & H'BURG VIA S'PORE	Bellona	Ger. str.	Jäger	Siemssen & Co.	On 28th inst., at Noon.
MARSEILLES VIA SAIGON, &c.	Natal	Fren. str.	Le Gall	Messageries Maritimes	On 3rd Oct., at Noon.
BREMEN & PORTS OF CALL	Darmstadt	Ger. str.	Hogemann	Melchers & Co.	On 15th Oct., at 3 P.M.
BREMEN & H'BURG VIA B'KOK	Spondilus	Brit. str.	Hocken	Arnhold, Karberg & Co.	To-day, at Noon.
VANCOUVER, VIA S'HAI, &c.	Empress of Japan	Brit. str.	Lee, R.N.R.	Canadian Pacific R. Co.	On 3rd Oct., at Noon.
VICTORIA, B.C., &c., v Y'HAMA	Tacoma	Brit. str.	Perkes	Dodwell, Carlill & Co.	To-day, at Noon.
SAN FRANCISCO VIA Y'HAMA	China	Amer. str.	....	P. M. S. S. Co.	On 2nd Oct., at 1 P.M.
SAN FRANCISCO VIA Y'HAMA	Belgic	Brit. str.	....	O. & O. S. S. Co.	On 10th Oct., at 1 P.M.
NEW YORK VIA SUEZ CANAL	Strathleven	Brit. str.	Cormack	Dodwell, Carlill & Co.	About 10th Oct.
NEW YORK	Susquehanna	Amer. sh.	....	Siemssen & Co.	Quick despatch.
NEW YORK	George S. Homer	Amer. bk.	Hemeon	Shewan & Co.	Quick despatch.
NEW YORK	Ivy	Amer. sh.	Lowell	Carlowitz & Co.	Quick despatch.
NEW YORK	Lillian L. Robbins	Brit. sh.	Robbins	Carlowitz & Co.	Quick despatch.
NEW YORK	William J. Rotch	Amer. sh.	Bray	Carlowitz & Co.	Quick despatch.
NEW YORK	William H. Smith	Amer. sh.	Brown	Reuter, Bröckelmann & Co.	Quick despatch.
NEW YORK	Wandering Jew	Amer. sh.	Nichols	Siemssen & Co.	Quick despatch.
SYDNEY & MELBOURNE, &c.	Changsha	Brit. str.	Williams	Butterfield & Swire	On 6th prox., at 3 P.M.
STRAITS & BOMBAY &c.	Bisagno	Ital. str.	Barabino	Carlowitz & Co.	On 4th Oct., at Noon.
Y'HAMA, KOBE, & NAGASAKI	Nürnberg	Ger. str.	Walter	Melchers & Co.	On or about 27th inst.
YOKOHAMA, VIA N'SAKI & KOBE	Ancona	Brit. str.	....	P. & O. S. N. Co.	On 28th inst., at Noon.
KOBE	Taiyuan	Brit. str.	Nelson	Butterfield & Swire	On 28th inst.
SHANGHAI	Peiyang	Ger. str.	Kohler	Siemssen & Co.	To-morrow, at 4 P.M.
SHANGHAI	Rosetta	Brit. str.	....	P. & O. S. N. Co.	On or about 7th Oct.
SHANGHAI	Malacca	Brit. str.	....	P. & O. S. N. Co.	On or about 3rd Oct.
SHANGHAI	Darmstadt	Ger. str.	Hogemann	Melchers & Co.	Quick despatch.
MANILA VIA AMOY	Esmeralda	Brit. str.	Tayler	Shewan & Co.	To-day, at 5 P.M.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	RAVENNA	Noon, 27th Sept.	See Special Advertisement.
Y'HAMA, VIA N'SAKI & KOBE	ANCONA	Noon, 28th Sept.	Freight or Passage.
SHANGHAI	MALACCA	About 3rd Oct.	Freight or Passage.
SHANGHAI	ROSETTA	About 7th Oct.	Freight or Passage.

For further particulars apply to
H. H. JOSEPH, Superintendent.

Hongkong, 25th September, 1894.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

EMPRESS OF JAPAN ...Comdr. G. A. Lee, R.N.R. ....WEDNESDAY, 3rd Oct., 1894
EMPRESS OF CHINA ...Comdr. R. Archibald, R.N.R. ....WEDNESDAY, 31st Oct., 1894
EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R. .....WEDNESDAY, 28th Nov., 1894

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members at the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent, Pedder Street.

Hongkong, 6th September, 1894. [8

VESSELS ON THE BERTH

"GLEN" LINE OF STEAM PACKETS

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENGARRY,"

Captain Fergusson, will be despatched as above on or about the 28th inst.

This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.

Hongkong, 10th September, 1894. [1576

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG, AND BOMBAY, having connexion with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Steamship

"BISAGNO,"

C. Barabino, Master, will be despatched as above on THURSDAY, the 4th October, at NOON.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.

Hongkong, 24th September, 1894. [6

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE, AND BORDEAUX.

ALSO, PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 3rd October, at Noon, the Company's Steamship "NATAL," Commandant Le Gall, with Mails, Passengers, Specie, and Cargo will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 2nd October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 21st September, 1894. [2

FOR NEW YORK.

THE 3/3 A.I.I. American Ship

"IVY,"

Lowell, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 30th August, 1894. [1611

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE, AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship

"NÜRNBERG,"

Captain H. Walter, will leave for the above ports on or about TO-MORROW, the 27th inst.

For further Particulars, apply to
MELCHERS & Co., Agents.

Hongkong, 24th September, 1894. [17

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"DARMSTADT,"

Captain D. Hoegemann, due here with the outward German Mail about the 26th inst., will leave for the above place about 24 Hours after arrival.

For further Particulars, apply to
MELCHERS & Co., Agents.

Hongkong, 25th September, 1894. [17

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW-ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON MONDAY, the 15th day of October, 1894, at 3 P.M., the Company's Steamship "DARMSTADT," Captain D. Hoegemann, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 13th October, Cargo and Specie will be received on Board until Noon on MONDAY, the 15th October, and Parcels will be received at the Agency's Office until NOON on SUNDAY, the 14th Oct. Contents of Packages are required. No Parcel Receipts will be signed at less than $2, and Parcels should not exceed Two Foot Cubic in Measurement.

The Steamer has splendid accommodation and carries Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co., Agents.

Hongkong, 25th September, 1894. [17

FOR NEW YORK.

THE 3/3 A.I.I. American ship

"WILLIAM H. SMITH,"

Brown, Master, shortly expected, will load here for the above Port and will have quick despatch.

For Freight, apply to
REUTER, BRÖCKELMANN & Co.

Hongkong, 22nd September, 1894. [1748

VESSELS ON THE BERTH

"STRATH" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"STRATHLEVEN,"

Cormack Commander, will be despatched for the above port on or about WEDNESDAY, the 10th October.

For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.

Hongkong, 18th September, 1894. [1719

STEAM TO NATAL AND CAPE PORTS BY THE NATAL DIRECT LINE FROM CALCUTTA
(MESSRS. BULLARD, KING & CO.'S LINE.)

THE Undersigned having been appointed GENERAL AGENTS in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for NATAL, EAST LONDON, PORT ELIZABETH, MOSSEL BAY, CAPE TOWN, DELAGOA BAY, and BEIRA.

Transhipment will be made at CALCUTTA.

Next sailing from CALCUTTA, S.S. "——" 20th October.

Thereafter monthly.

For Freight and further Particulars, Apply to
DODWELL, CARLILL & Co., General Agents for China and Japan.

Hongkong, 22nd September, 1894. [1947

FOR NEW YORK.

THE 3/3 I.I.I. American Bark

"GEORGE S. HOMER."

Hemeon, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, 20th August, 1894. [1558

FOR NEW YORK.

THE 3/3 A.I.I. Amer. Ship

"SUSQUEHANNA,"

will load for the above port, and have quick despatch.

For Freight, apply to
SIEMSSEN & Co.

Hongkong, 23rd August, 1894. [1578

FOR NEW YORK.

THE A.I. American Ship

"WANDERING JEW."

Captain Nichols, shortly expected, will load for the above port and have quick despatch.

For Freight, apply to
SIEMSSEN & Co.

Hongkong, 22nd September, 1894. [1749

THE PALATINE INSURANCE COMPANY, LIMITED, OF MANCHESTER.

MODERATE RATES! PROMPT SETTLEMENTS.

SUBSCRIBED CAPITAL £1,800,000

CAPITAL PAID UP £272,000

General Agent at Hongkong for FIRE AND ACCIDENT INSURANCES,
A. H. RENNIE.

1610]

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

LIST OF SUBSCRIBERS TO THE HONGKONG TELEPHONE EXCHANGE.

24.—Anderson, Capt. G. C., Praya Central
26.—Aberdeen Dock
26.—Alice Meml. Hospital
40.—Anderson, Capt. G. C., East Point
8.—Arnhold, Karberg & Co
63.—Bell, Dr., Residence
85.—Blackhead F., Res.
65.—Blackhead & Co., Praya Central
96.—Bradley & Co.
19.—Butterfield & Swire, Shipping Dept.
35.—Butterfield & Swire, Sugar Office
33.—Butterfield & Swire, Refinery, Quarry Bay
29.—Butterfield & Swire, Res., Peak
42.—Canadian Pacific Railway Co.
8.—Cantlie, Dr., Peak Hospital
15.—Central Police Station
22.—China Mail Office
71.—China Sugar Refinery, Town Office
72.—China Sugar Refinery, East Point
76.—Compradore, Lane's, Wegener & Co.
73.—Cousins, J. Supt. S. O. & N. P. Coy
12.—Daily Press Office
67.—Dairy Farm, Pok'fulm
25.—Dairy Farm Co., Wyndham Street
41.—Dodwell, Carlill & Co.
80.—David, S. J. & Co.
73.—David, S. J., Residence
17.—D. Lapraik & Co.
87.—Douglas Lapraik & Co., Compradore Office
84.—Do., Do., Residence
9.—Dr. Cantlie, Dr. Hartigan, Dr. Stedman
31.—Ewens, C., Residence
74.—Fletcher & Co., Queen's Road
47.—Gas Co. Ld. West Point
19.—Do. Do. East Point
81.—Gibb, Livingston & Co.
84.—Government House
[illegible]—Govt. Civil Hospital
5.—Harrison, W. S., Res.
97.—Haskell, D., Res.
[illegible]—Holliday, Wise & Co
28.—Holliday, C. J., Res.
5.—Hongkong Club
11.—Hongkong Electric Co
1.—Hongkong Teleg'ph
4.—H'kong & Shanghai Banking Corpn.
84.—H'kong & Shanghai Bank Peak Mess
21.—Hongkong Hotel (Public Telephone)
20.—H. & W. Dock Co.
33.—H'kong & Kowloon Go. Co., W. Point
81.—H'kong & Kowloon Go. Co. Praya Cl.
77.—Ho Tung, Praya Cl.
82.—Do. B'ham Strand
59.—Do., Res.
68.—Humphreys, J. D., & Son
37.—Humphreys, J. D., & Son, Queen's Rd.
50.—Imports & Exports Office
23.—Jordan, Dr., Praya Central
48.—Jordan, Dr., Res.
30.—Joseph, H. H., Res.
53.—Judd, W., Res.
64.—Kennedy, J., Horse Repository
14A.—Do. Causeway Bay
21.—Kerosine Oil Co.
7.—Kowloon Godown
70.—Kramer, J., Res.
92.—Lamke, J., Res.
91.—Lamke & Rogge, Praya Central
97.—Lane, Crawford & Co.
80.—Layton, B., Queen's Road
90.—Do. Res.
90.—Lowson, Dr., Res.
86.—Man On Insurance Co.
85.—Mount Austin Hotel
5.—Nam Woo & Co.
[illegible]—Opium Farmer
10.—Peak Club.
29.—Peak Hotel
19.—P. & O. S. N. Co.
69.—Do. Mess Peak
34.—Ray, E. C., Res.
51.—Ray, E. C., Pedder's Street
4.—Rope Factory
36.—Ross A., Residence
4.—Rumsey Comdr. R. N. Residence
53.—Sailors' Home
94.—Sassoon, M. S. & Co.
49.—Shewan & Co.
100.—Sperry Flour Co.
55.—Stedman, Dr., Res.
[illegible]—Stevens, G. R.
63.—Stevens, G. R., Res.
41.—Telegraph Cos.
78.—Telegraph Co. Mess
54.—Tram Station, Peak.
93.—Tung Kee & Co., Wing Lok Street.
16.—Watson & Co., Q. Road
57.—Wickham, W. H. Res
63.—Wo Kee & Co.
38.—Yuen Fat Hong, Bonham Strand.
78.—Yeung Lan Kee.

PRIVATE TELEPHONE LINES.

1.—Royal Engineers Mess
2.—Beveridge, Dr., Morrison Hill
3.—Hongkong, Canton & Macao Steamboat Co.
4.—Jardine, Matheson & Co. East Point
5.—Meyer & Co.
6.—North China Insurance Co.
7.—Scheele & Co.

In case of Fire ring up No. 15.

SHIPPING IN PORT.

HONGKONG.

STEAMERS.

Agnes, French steamer, 290, Geo. R. Stevens
Alwine, German str., 400, Bandixen, Sept. 23, Wieler & Co
Ancona, British str., 1,888, W. Mulls, Sept. 24, P. & O. S. N. Co
Ask, Danish steamer, 592, Ravnbeck, Sept. 21, Arnhold, Karberg & Co
Azamor, British str., 2,005, Gibson, Sept. 18, Tata & Co
Benvenue, British str., 1,467, Thomson, Sept. 21, Gibb, Livingston & Co
Brunhilde, German steamer, 618, Bible, Sept. 24, Wieler & Co
Bygdo, Norwegian str., 721, Brokke, Sept. 20, Chinese
Canton, British str., 1,110, T. Seller, Sept. 23, Jardine, Matheson & Co., for Shanghai
Cheangchew, British str., 1,213, Webb, Sept. 24, Chinese
Chelydra, British str., 1,574, R. Cass, Sept. 14, Jardine, Matheson & Co
China, British steamer, 5,393, Ward, Sept. 24, P. M. S. S. Co
Chowfa, British str., 1,055, Farrell, Sept. 21, Yuen Fat Hong
Chunshan, British str., 1,280, Stovell, Sept. 17, Bradley & Co
Chusan, German steamer, 633, Wendt, Sept. 23, Melchers & Co
Donar, German str., 1,015, Brandmann, Sept. 18, Lauts, Wegener & Co
Empress of Japan, British str., 3,003, A. Lee, Sept. 18, C. P. R. Co., for Vancouver
Esmeralda, British str., 905, Tayler, Sept. 22, Shewan & Co
Fokien, British steamer, 509, Davis, Sept. 22, Douglas Lapraik & Co., for Swatow
Frejr, Danish str., 897, C. L. Strand, Sept. 24, Arnhold, Karberg & Co
Fooshun, Chinese steamer, 1,504, Lunt, July 27, C. M. S. N. Co
Haiten, British str., 1,182, Goddard, Sept. 23, Douglas Lapraik & Co
Macduff, British str., 1,882, Porter, Sept. 15, Dodwell, Carlill & Co
Mongkut, British str., 851, Stenham, Aug. 27, Yuen Fat Hong
Nürnberg, German str., 2,007, Walter, Sept. 19, Melchers & Co
Phale, British str., 284, Chinese, for Canton
Pekin, British steamer, 118, Mahon, Sept. 20, Chinese
Phra C. C. Klao, British str., 1,012, Morris, Sept. 25, Yuen Fat Hong
Pronto, German steamer, 632, Bohn, Sept. 21, Chinese
Ravenna, British steamer, 1,915, Cole, Sept. 21, P. & O. S. N. Co., for Europe
Rio, German steamer, 1,104, Davidsen, Sept. 14, Wieler & Co
Riversdale, British str., 1,011, Peck, Sept. 22, Dodwell, Carlill & Co
Sishan, British steamer, 815, Murphy, Sept. 22, Bradley & Co
Spondilus, British str., 2119, Hocken, Sept. 23, Arnhold, Karberg & Co
Swatow, German steamer, 635, Brorsen, Sept. 21, A. R. Marty
Tacoma, British str., 1,662, Perkes, Sept. 20, Dodwell, Carlill & Co., for Tacoma
Taichiow, British steamer, 832, Deans, Sept. 16, Yuen Fat Hong
Tailee, German str., 828, Calender, Sept. 23, Meyer & Co
Tai On, British str., 769, Gollsonski, Chinese, for Canton
Yungching, Chinese str., 769, Harris, Aug. 12, C. M. S. N. Co

SAILING VESSELS.

Basuto, German bark, 318, Eggers, Oct. 14, Order
Caleb Curtis, Amr. sch., 36, Brook, June 4, Order
Geo. S. Homer, Amr. bk., 453, Hemeon, Aug. 30, Shewan & Co
H. Hackfeld, Ger. bk., 1,319, Hilgerloh, Aug. 2, Melchers & Co
Ivy, American ship, 1,181, Lowell, Aug. 26, Shewan & Co
Lillian L. Robbins, British sh., 1,899, Robbins, Sept. 12, Order
Lisa, German bark, 461, Albrecht, Aug. 5, Order
Otago, British bark, 336, Desborough, Sept. 4, Wieler & Co
Susquehanna, Amr. sh., 2,523, Sewall, July 19, Reuter, Bröckelmann & Co
Thermopylæ, Brit. bark, 948, Winchester, Sept. 11, Order
Wm. Le Lacheur, British bark, 571, Madlox, Sept. 24, Master

AMOY.

In Port on 19th September, 1894.

Anna Bertha, Ger. bark, 409, Nielsen, Sept. 3, Pasedag & Co
Galveston, German bark, 810, Jakobsen, Sept. 3, Pasedag & Co
Kristina Nilsson, Ger. bk., 28, Ploger, Sept. 2, H. A. Petersen & Co
Nanaimo, British bark, 397, Otter, Sept. 4, H. A. Petersen & Co
Shanghai, British hulk, 1,390, Allen, Apr. 12, Boyd & Co
Wm. H. Smith, Amr. sh., 1,908, Brown, Aug. 1, Jardine, Matheson & Co.

FOOCHOW.

In Port on 15th September, 1894.

Fooksang, British str., 991, S. Wilde, Sept. 13, Jardine, Matheson & Co
John G. Kelley, Amr. sh., 2,055, Chapman, Sept. 5, Jardine, Matheson & Co
Louis, British bark, 619, Wittmus, Sept. 9, Master
Namoa, British steamer, 868, Harris, Sept. 13, Jardine, Matheson & Co

SHANGHAI.

In Port on 21st September, 1894.

Alcides, British 4-m. bark, 2,492, Dart, Aug. 7, Jardine, Matheson & Co
Antenor, Brit. str., 1,577, Hutchinson, Sept. 16, Butterfield & Swire
Aurora, British bark, 294, Bornlt, July 31, M. A. Petersen
Bjorg, Norwegian str., 481, Lyche, Sept. 20, Hopkins, Dunn & Co
Charon Wattana, Siam. bk., 656, Kook, July 7, M. A. Petersen
Choysang, British str., 1,191, Bradley, Sept. 19, Jardine, Matheson & Co
Contest, British bark, 483, Sodermann, Sept. 15, Nils Moller and Sons
Commissie, American bark, 447, Will, Aug. 6, Geo. McBain
Georgietta, Amr. bark, 436, Vierk, Aug. 9, Nils Moller & Son
Hae-an, Chinese steamer, 869, Andrew, July 27, C. M. S. N. Co
Haeshin, Chinese str., 769, Wells, Sept. 15, C. M. S. N. Co
Hoihow, British steamer, 896, Hards, Sept. 19, Butterfield & Swire
Hsinchi, Chinese str., 1,062, Patterson, July 25, C. M. S. N. Co
Hsinfung, Chinese str., 1,069, Warwick, July 27, C. M. S. N. Co
Ixion, British steamer, 2,299, Nish, Sept. 15, Butterfield & Swire
Kwanglee, Chinese str., 1,503, Lincoln, July 25, C. M. S. N. Co.
Kwongsang, British str., 939, Innes, Sept. 18, Jardine, Matheson & Co
Lienshing, British str., 1,060, Young, Sept. 21, Jardine, Matheson & Co
Lyeemoon, Ger. str., 1,238, Heuermann, Sept. 20, Siemssen & Co
Natal, French steamer, 2,073, Gall, Sept. 14, Messageries Maritimes
Newchwang, Brit. str., 557, Newcomb, Sept. 6, Butterfield & Swire
Nordenskjold, Norw. str., 738, Ergenes, Sept. 21, Carlowitz & Co
Oanfa, British steamer, 1,790, Davies, Sept. 16, C. Mutual S. N. Co
Peik, Norwegian str., 683, Jacobsen, Sept. 19, Carlowitz & Co
Progress, Norw. str., 511, Syvertsen, Sept. 11, Ed. Schellhass & Co
Ravenna, British str., 1,915, Cole, Sept. 12, P. & O. S. N. Co
Soochow, British steamer, 939, Cooke, Sept. 5, Butterfield & Swire
Store Nordiske, Danish str., 595, Suenson, Sept. 19, G. N. Telegraph Co
Volga, Chinese steamer, 728, Soder, May 30, C. M. S. N. Co
Whampoa, British str., 1,109, Saies, Sept. 13, Butterfield & Swire
Willow Branch, Brit. str., 2,143, Anderson, Sept. Gibb, Livingston & Co

NAGASAKI.

In Port on 19th September, 1894.

Ariake Maru, Jap. str., 1,205, Hallstrom, Sept. 16, M. B. Kaisha
Drumelton, British bark, 1,799, Cowell, June 8, Holme, Ringer & Co
Fuyo, Japanese steamer, 789, Eden, Sept. 15, M. S. Goshi-Kwaisha
Kosaki Maru, barge, 400, Nippon Yusen Kaisha
Quantock, British str., 2,193, Main, Sept. 17, Captain
Taku [illegible], Jap. str., 880, Simonsen, Sept. 14, [illegible]

SHIPPING IN PORT.

KOBE.

In Port on 18th September, 1894.

Alex. Gibson, Am. sh., 2,121, Hodgman, July 15, M. Raspe & Co
Ardenclutha, Brit. sh., 1,322, McCarlie, Sept. 8, Sale & Co
Arroyo, British str., 3,307, Samuel, Sept. 17, Nippon Yusen Kaisha
Josephus, Amr. ship, 1,397, Gilkey, Aug. 13, Otto, Reimers & Co
Lawhill, British ship, 2,248, Sieg'r, Aug. 14, C. & J. Trading Co
St. Nicholas, Amr. sh., 1,723, McIntosh, Sept. 8, Delacamp & Co
Suruga-maru, Jap. str., 447, Mummaton, June 7, Nippon Yusen Kaisha
Teucer, British str., 1,525, Thompson, Sept. 14, Butterfield & Swire
Wm. H. Macey, Amr. ship, 2,093, Amesbury, Aug. 30, Delacamp & Co
Yeiko-maru, Jap. str., 1,017, Katsunoma, Sept. 2, Nishiura

YOKOHAMA.

In Port on 15th September, 1894.

Ancona, British steamer, 1,888, Mudie, Sept. 11, P. & O. S. N. Co
Anne Main, British bark, 493, Creal, Aug. 21, Dodwell, Carlill & Co
Arctic, American sch., 49, Pyne, July 3, Captain
Aswanly, British str., 1,998, Murray, Sept. 10, Samuel, Samuel & Co
Bellona, German str., 1,621, Jaeger, Sept. 4, Simon, Evers & Co
Diana, American sch., 74, Peterson, Oct. 5, Captain
Esmeralda, British sch., 78, Harrison, July 23, Jardine, Matheson & Co
Golden Fleece, Amr. sch., 131, Lorray, Aug. 2, Captain
Henry Failing, Amr. ship, 1,899, Merriman, Aug. 19, Jardine, Matheson & Co
John McDonald, Amr. sh., 2,172, Storer, July 24, Jardine, Matheson & Co
Mary L. Cushing, Amr. sh., 1,425, Pendleton, Aug. 7, Standard Oil Co
Melbourne, French str., 4,190, Hean, Sept. 14, Messageries Maritimes
Mount Washington, Amr. bk., 1,162, Rose, May 24, M. B. Kaisha
Senator, British ship, 1,673, Smith, Aug. 22, Langfeldt & Co., Limited
Tantallon, British str., 2,299, Hannah, Sept. 14, Butterfield & Swire
Vadena, Amr. steam yacht, 151, Collomore, Aug. 12
W. C. Wahlberg, Amr. sch., 45, Aug. 21, Captain

BANGKOK.

In Port on 8th September, 1894.

Baug Seng Guan, British str., Sept. 7
Bien, Norwegian bark, August 31
Birchwood, British ship, August 11
Bukit Tinea, Siamese str., Sept. 6
Chowfa, British str., Sept. 3
Florida, Swedish sch., August 17
Gorgon, British str., Sept. 4
Maiden City, British bark, July 28
Nojrd, Norwegian bark, July 23
Norwegian, Staut bark, July 24
Otterspool, British str., August 8
Siam, Norwegian bark, August 30
Stanto, Norwegian bark, July 12
Strathlyon, British str., Sept. 7
Wemington Hall, British str., Sept. 1

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, steel despatch boat, 4 guns, 3,184 h.p., Capt. Callaghan, cruising
Archer, cruiser, 6 guns, 3,500 h.p., Capt. Rogers, at Nagasaki
Caroline, cruiser, 14 guns, 1,440 h.p., Capt. C. J. Norcock, at Yokohama
Centurion, flagship, 14 guns, 13,000 h.p., Com. McQuhae, at Chefoo
Daphne, gunboat, 8 guns, 2,000 h.p., Com. G. H. MacArthur, cruising
Esk, double-screw gunboat, 3 guns, 340 h.p., Lieut.-Com. Ravenhill, at Shanghai
Firebrand, composite gunboat, 4 guns, 460 h.p., Lieut.-Com. G. Tufnell, at Hongkong
Leander, cruiser, 10 guns, 5,500 h.p., Com. Metcalf, at Nagasaki
Linnet, gunboat, 5 guns, 1,050 h.p., Capt. Bearcroft, at Tientsin
Mercury, cruiser, 13 guns, 7,390 h.p., Capt. W. Fawkes, at Tientsin
Peacock, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. Daxton, at Shanghai
Penguin, sloop, 6 guns, 1,400 h.p., Com. W. U. Moore, at Manila
Pigmy, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. H. A. Phillips, at Chefoo
Plover, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. F. C. B. Addington, cruising
Porpoise, steel torpedo cruiser, 6 guns, 3,500 h.p., Com. C. L. Burr, at Chefoo
Rattler, composite g.-bt., 6 guns, 1,200 h.p., Lieut.-Com. H. Cotesworth, at Bangkok
Redpole, gunboat, 9 guns, 1,200 h.p., Lieut.-Com. C. G. May, at Yokohama
Severn, cruiser, 12 guns, 6,000 h.p., Capt. S. F. H. Henderson, at Chefoo
Solent, torpedo mining launch, at Hongkong
Swift, double-screw g.-b., 3 guns, 1,010 h.p., Com. R. K. McAlpine, at Singapore
Tweed, double-screw gun-vessel, 3 guns, 340 h.p., in reserve, at Hongkong
Undaunted, cruiser, 12 guns, 8,500 h.p., Capt. Hallifax, at Chefoo
Victor Emanuel, receiving ship, 20 guns, Commodore Boyes, at Hongkong
Wivern, turret vessel, 4, 1,450, in reserve, at Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian cruiser, 26 guns, 8,250 h.p., Capt. Bibrikoff, at Nagasaki
Ad. Nachimoff, Russian flagship, 23 guns, 9,500 h.p., Capt. Ladroff, at Vladivostock
Aleout, Russian gunboat, 6 guns, 1,001 h.p., Capt. Elkisky, at Vladivostock
Alliance, Amr. corv., Cmdr. Felix McCurley, at Nagasaki
Aspic, French gunboat, 4 guns, Capt. Journet, at Bangkok
Baltimore, Amr. flagship, 15 guns, 8,500 h.p., Capt. B. F. Day, at Chemulpo
Bayard, French flagship, 18 guns, 8,500 h.p., Com. Theunens, at Yokohama
Bengo, Portuguese g.-bt., 400 h.p., Lieut.-Com. Carvalhosa d'Almeida, at Macao
Bobre, Russian cruiser, 13 guns, 1,100 h.p., Capt. Enkvist, at Vladivostock
Comete, French gunboat, 4 guns, 431 h.p., Capt. Mandine, at Shanghai
Concord, American cruiser, 6 guns, 1,820 h.p., Capt. Goodrich, at Nagasaki
Dio, Portuguese gunboat, Capt. A. Gomes, at Macao
Don Juan de Austria, Spanish cruiser, at Chefoo
Forfait, French cruiser, 12 guns, 3,500 h.p., Capt. Reculoux, at Wosung
Iltis, German gunboat, 4 guns, 340 h.p., Capt. G. Baudissin, at Chefoo
Inconstant, French gunboat, 6 guns, 1,300 h.p., Capt. Bory, at Nagasaki
Koreetz, Russian gunboat, 8 guns, 1,828 h.p., Capt. Filtsoff, at Shanghai
Kreysser, Russian corvette, 6 guns, 1,736 h.p., Capt. Rojestvensky, at Vladivostock
Lion, French g.-bt., 4 guns, Capt. Gauchet, at Tientsin
Lutin, French g.-bt., 4 guns, 430 h.p., Com. Renny, at Bangkok
Manjour, Russian cruiser, 7 guns, 2,000 h.p., Com. Andereeff, at Korea
Marion, Amr. corvette, 6 guns, 1,370 h.p., Com. Gridley, at Yokohama
Monocacy, Amr. cruiser, 6 guns, 1,710 h.p., Com. Impey, at Tientsin
Nayezdnik, Russian cruiser, 9 guns, 253 h.p., Capt. Zarina, at Vladivostock
Parseval, French cruiser, Capt. Foucest, at Japan
Petrel, American gunboat, 4 guns, 610 h.p., Lieut.-Com. W. H. Emory, at Yokohama
Pluvier, French gunboat, 4 guns, 500 h.p., at Saigon
Razboinick, Russian cruiser, 10 guns, 2,786 h.p., Capt. Auchtomsky, at Yokohama
Rynda, Russian cruiser, 16 guns, 3,300 h.p., Com. Rimsky-Kowakoff, at Nagasaki
Silatch, Russian gunboat, 4 guns, 520 h.p., Capt. Barzonoff, at Vladivostock
Sivoutch, Russian cruiser, 18 guns, Capt. Astromoff, at Chefoo
Sophie, German cruiser, Captain Herbing, at Nanking
Triomphante, French frigate, 45 guns, 3,720, h.p., Capt. B. de Bretisel, at Saigon
Vipère, French gunboat, 4 guns, 425 h.p., Capt. Constolle, at Bangkok
Vittas, Russian cruiser, 12 guns, 3,500 h.p., Capt. Zarino, ashore
Vostock, Rus. g.-bt. 4 guns, Com. Molchonsky, at Vladivostock
Wolf, German gunboat, 2 guns, 340 h.p., Lieut.-Com. Kretschman, at Tientsin